

INLAND



SEAS

QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

VOLUME 3

JANUARY * 1947

NUMBER 1

Contents

	<i>Page</i>
The United States Shipyard on the River Rouge (Part I), by <i>F. Clever Bald</i>	3
Permissive Conservancy Legislation for Beach Erosion Control, by <i>Arthur E. Morgan</i>	8
Big Tugs and Big Rafts—A Story of Georgian Bay Lumbering, by <i>W. R. Williams</i>	11
The Tragedy of Mott Island—The Story of Angelique and Charlie Mott, by <i>Dennis Glen Cooper</i>	17
Journal of Shipwrecks in the Vicinity of the Lighthouse at Waugoshance	21
Hosea Rogers, Builder of Boats (Part I), by <i>Polly Tyler</i>	33
Marine Intelligence of Other Days	42
Great Lakes Calendar, by <i>Jewell R. Dean</i>	43
Notes	46
Moses Cleaveland's Boat	
A Freakish Turnover	
The Grandee Once More	
The Burning of the <i>Atlanta</i>	
The Great Lakes in Print	
<i>S.S. Duluth</i>	
This Month's Contributors	
Recent Gifts	
Book Reviews	53

The United States Shipyard On the River Rouge

By F. CLEVER BALD

PART I

ONE HUNDRED AND FIFTY years ago the United States government established a shipyard on the River Rouge. This stream, which empties into the Detroit River, was about four miles below Fort Lernoult, which guarded the palisaded village of Detroit. The yard was the first on the Upper Lakes and the only one until the War of 1812. The two ships built there were the entire United States Navy on these lakes. One played an important part in the founding of Chicago, and the other, for a short while, became a British warship during the War of 1812.

During the French regime in Michigan, and for many years afterward, streams were the principal highways. Following the practice adopted along the St. Lawrence, the settlers first took up ribbon-like farms along the rivers. Often no more than four hundred feet wide, these strips of land extended back into the woods for a distance of at least a mile and a half, and often for three miles. Every *habitant* had his canoe or *bateau* moored in front of his house ready to carry him for a visit to his friends or on a long fur trading expedition.

These ribbon farms were first laid out on both banks of the Detroit River. Later, as the population grew, the River Rouge itself became the center of a new French settlement. On the right bank, reaching as far upstream as the present city of Dearborn, we find on early maps the familiar names of Jacques Lasselle, Francois Lafontaine, Nicholas Campau, Jean Baptiste Beaugrand, Francois Chabert, Jean Cissne, Gabriel Godfroy, Charles Labadie and Jean Cicotte. On the branch which joined the Rouge from the northeast, Jacques Baby (pronounced Bawbee) had a wide frontage. This stream and a park through which it flows now bear the name of this early French settler, but the pronunciation has been Anglicized and few people nowadays know how Baby Creek and Baby Creek Park got their names.

After the British came into the region in 1760, individuals either bought farms from the Frenchmen or acquired grants of land from the government. New names began to appear along the River Rouge:

Christian Clemens, John Connolly, Jesse Burbank and Jonathan Nelson on the right bank, and on the left, Peter Curry. Christian Clemens, who later moved to the Clinton River, and for whom Mt. Clemens is named, was a tanner. All the others were ship captains.

John Connolly and Peter Curry were shipbuilders, also. During the winter of 1792-93, Curry built a sloop for John Askin, George Meldrum and William Park on his land beside the Rouge. The owners named her the *Detroit*. When she began her voyaging on the lakes, carrying merchandise and furs, Peter Curry took command.

Title to Michigan passed to the United States by the Treaty of Paris in 1783, but for thirteen years Great Britain retained the forts in that region. Finally, in 1794, she agreed to evacuate the posts. In June, 1796, Captain Henry DeButts, chief aide to General Wayne, went to Detroit to arrange for its occupation by American troops. To provide transportation from the Maumee River, where Colonel John Francis Hamtramck was waiting with his regiment, Captain DeButts leased the schooners *Weazell* and *Swan*. These two ships carried Captain Moses Porter and his detachment to Detroit where he first raised the flag of the United States over Fort Lernoult on July 11, 1796.

Captain DeButts purchased the sloop *Detroit* for the United States government and sent her to the Maumee. Captain Curry remained in command. Thus, the *Detroit*, which had been built on the River Rouge, became the first American ship on the Upper Lakes. Accompanied by eleven bateaux, she carried Colonel Hamtramck and his command to Detroit where they landed on July 13, 1796.

About a month later the *Detroit* carried Major Henry Burbeck and the troops which were sent to occupy the fort on Mackinac Island. Winthrop Sargent, acting-governor of the Northwest Territory, went with them to establish civil government in the North. After the sloop returned, she was kept busy picking up supplies at Erie, Pennsylvania, then called Presqu' Isle, and carrying them to Detroit and Mackinac.

Since sailors were few, soldiers were detailed to complete the crew. They drew their regular army pay of \$4 a month, plus \$5 additional for the special service. This transformation of soldiers into sailors probably seemed natural enough, for the sloop *Detroit* was operated by the Quartermaster's department of the army.

Because one ship soon proved to be insufficient for the government service, private vessels were engaged from time to time. This practice not being entirely satisfactory, General James Wilkinson, who was in Detroit during the summer of 1797, urged that the government

build a schooner of sixty or seventy tons burden. Secretary of War James McHenry gave his approval, and Quartermaster General John Wilkins, Jr., ordered Matthew Ernest, his agent at Detroit, to make necessary preparations for building the ship. Captain Peter Curry was placed in charge of construction.

Ernest and Curry established a shipyard on the left bank of the River Rouge about three miles above the mouth. It lay between the land owned by Francois Baby above and that of Peter Curry below. Woodmere Cemetery now occupies part of the site.

On the last day of September, 1797, General Wilkins wrote to Matthew Ernest that all the essential materials for the proposed ship were on the way from Philadelphia to Pittsburgh. He promised to send them to Detroit as soon as they arrived. The regular route for supplies from the East was up the Alleghany River and its tributary, French Creek, to Fort LeBoeuf. From there transportation was by ox-cart to Presqu' Isle. The sloop *Detroit* called at this port regularly.

In November axe-men were set to work on the bank of the Rouge felling trees. Sawyers and carpenters cut the timber and shaped it into ribs and planks and keel. All through the winter men worked in the shipyard. Records of the quartermaster's department show that sawyers were paid \$20 a month; teamsters, \$15; foremen of ship carpenters, \$45 and two rations a day. Soldiers from the fort who agreed to work as axe-men received \$5 a month in addition to their army pay of \$4.

General Wilkins had stressed the necessity for speed, but he reckoned without the weather. In December he wrote that "winter closed down so soon" that the materials for the schooner got no farther than Pittsburgh. They could, therefore, not reach Detroit until late in the spring. Wilkins ordered that Captain Curry be relieved of every other duty so that he could give all his attention to building the ship. Consequently, Matthew Ernest engaged Captain James Guthrie to command the sloop *Detroit* when the shipping season opened.

At some time during 1798 the government ordered the building of a larger vessel. No copy of this order has been found, but the number of workmen in the shipyard increased. During October, 1798, one hundred and thirty-eight were on the payroll.

Besides these two government vessels at least one other ship was under construction on the River Rouge. Angus Mackintosh, merchant, and agent at Detroit for the great North West Company, was having the snow *Caledonia* built there, probably on the land owned by Mc-Tavish, Frobisher and Company, members of the Company. This

tract was just below Captain Curry's land on the left bank of the stream.

During the winter and spring of 1799 construction of these ships progressed more or less rapidly. Another vessel, the sloop *Surprise*, also was on the Rouge, being completed. John Askin, prominent Detroit merchant, in the fall of 1798 had engaged William Dealy to build him a small sloop of twelve tons burden. The specifications are given in the contract which is among the Askin papers in the Burton Historical Collection in Detroit.

The sloop was to be built of white oak. It was to have a twenty-eight foot keel, ten foot beam, and a four and one-half foot hold, "deep enough," as Askin expressed it, "to Stow two Rows of Barrels over each other . . ." There was to be a small cabin with two berths, and the quarter deck was to be a foot higher than the main deck. Dealy was to provide all the materials. If he delivered the sloop at Detroit by May 15, 1799, he would be paid \$110.

Dealy began to construct the ship at the pinery on the Thames River, where the city of London, Ontario, now stands. As soon as navigation opened, he brought her down to the River Rouge. Judging from Askin's correspondence, she was without sails and rigging, and not well calked. Dealy was unable to complete the little vessel for lack of money. Although the contract required him to provide everything, Askin, rather than abandon the project, agreed to furnish the necessary iron work and give the shipwright a dollar a day if he would finish the job, these expenditures to be deducted from the £110 agreed to in the bargain. Dealy apparently accepted the terms, for sometime later the sloop *Surprise* was sailing as one of Askin's ships. She was still afloat in 1804 when her owner, describing her as "a small sound ship which will carry 110 barrels," offered her for sale.

A letter written on July 10, 1799, by Captain Hector McLean, commandant of Fort Malden at Amherstburg, gives some idea of the great ship building activity on the River Rouge. The captain complained to his superiors at Quebec that he could not procure carpenters to repair His Majesty's ship *Ottawa* because of the number of vessels being built at the River Rouge yard where wages were high.

A fire in the War Department offices in the year 1800 destroyed many important records. Consequently, only bits of information on the earlier years can be found. It is probably this fire that makes the information on River Rouge ship-building operations so scant. We know, however, that the government apparently neglected the construction of the seventy-ton schooner, and had work begun on a vessel twice the tonnage; for on June 25, 1799, there was launched at the

River Rouge yard the brig *President Adams*. She was a warship of one hundred fifty tons burden, carried eighteen guns and was described in the *Pittsburgh Gazette* as "remarkably handsome and well built." She was the first United States ship constructed on the Upper Lakes.

The launching was the occasion for a grand celebration. No details of the ceremony have been found but certainly a banquet was served, for the Quartermaster General's report contains bills totaling \$413.69 for brandy and "sundry provisions purchased for the launch of the brig *Adams* . . ." After the launching, much work remained to be done before the brig was ready for service, and construction of the other ship was continued.

On October 18, 1799, Angus Mackintosh's snow *Caledonia* was launched on the Rouge. Instead of fitting her there, he towed her across the Detroit River to Sandwich where he had built a dock. Mackintosh, one of the British subjects who elected to retain his allegiance to King George III, moved to the Canadian side on the same day his vessel was launched.


At about this time in the fall of 1799, John Connolly became superintendent of the shipyard at the River Rouge. He owned a ribbon farm on the right bank of the Rouge, almost opposite the yard. It is likely that he had been working there for some time.

The task of rigging the brig *Adams* was completed in the spring of 1800, and on May 18 she sailed on her maiden voyage, carrying Colonel David Strong, who had been commandant at Detroit, and the detachment of the Second Regiment which had been in garrison, to Presqu' Isle on the first leg of their journey to Pittsburgh. Captain Peter Curry was in command of the brig.

At this time the sloop *Detroit* was reported to be "rotten and unfit for service without considerable repairs." In fact, she seems to have sunk, for the government paid men for their services in assisting to raise her. What became of her after 1800 is not known. Now the *Adams* was the sole government ship on the Upper Lakes.

In the eighteenth century warships were expected to help earn their keep. Consequently, we find the *Adams* carrying a load of whiskey from Presqu' Isle to James Henry, merchant at Detroit. Of course, he paid the freight. Other records show that carrying goods of private persons for hire was a regular practice. Dr. Milo M. Quaife quotes figures indicating that the net cost of operating the *Adams* in 1807 was only \$332.12, thanks to her earnings as a freighter.

(This article will be continued in the next issue of INLAND SEAS.)



Permissive Conservancy Legislation For Beach Erosion Control

By ARTHUR E. MORGAN

FOR MORE than half a century there has been developing in this country a form of social action which has possibilities for contributing greatly to the flexibility and effectiveness of government. I refer to legislation which makes possible the organization of governmental subdivisions for specific and limited purposes, with the costs of undertakings to be paid for, not by general taxation, but in proportion to the benefits received or by public grants. For many years such legislation was used chiefly for the organization of drainage and irrigation districts though there were occasional applications to other fields.

In my opinion permissive legislation to make possible the creation of limited purpose districts for special types of public projects has much greater possibilities than have heretofore been realized. As our country becomes more fully developed and as modern technology extends into more and more fields, an increasing proportion of our activities require the co-ordinated action of the particular persons, interests or areas concerned with a particular problem. There is need for the powers of government along with the adaptability of the private corporation. Administrative direction is needed which is peculiarly competent and interested in dealing with the specific problems involved.

If democracy is to survive, then such specific and localized undertakings should be locally administered, even where federal funds are involved. If a sense of thrift and economy is to be maintained, then it is well for those persons specifically and peculiarly benefited to bear a fair share of the cost of such undertakings. Unless an appropriate degree of local responsibility is maintained, the trend to centralized administration will gradually undermine democratic processes. More and more a vast central bureaucratic government will collect all taxes, pay all bills and assume the control of local affairs. The same people who will protest against totalitarianism and bureaucracy in theory may docilely surrender if some of the money which is being taken from their pockets is handed back as a gift. An appropriate

degree of local autonomy and local administration, along with appropriate participation of the state and national governments, can be achieved by such permissive, special purpose legislation as I have mentioned.

The working of such legislation can be illustrated by the Ohio conservancy law, which has been exceptionally effective for its purpose, chiefly flood control. When a flood control problem exists, it is possible under the Ohio conservancy law for the cities, counties, corporations, and persons chiefly concerned to petition for the organization of an improvement district. Such a petition indicates the territory to be included in the proposed district and the purposes for which a district is desired. The act specifies that, after due notice, a hearing shall be held on such a petition before a court to determine whether or not the organization of such a district would be in the public interest. If the finding of the court is favorable, then the court declares the proposed district organized and appoints a board of directors to manage its affairs and a board of appraisers to apportion benefits and costs.

The law provides that the board of directors shall have studies made and plans prepared for the proposed improvements. These plans are passed on by the court to determine whether they are in the public interest. The governing board has the power of eminent domain and so can secure rights of way as needed. It has the right of making contracts with local, state and national government, and with corporations or other interests.

This legislation has proved to be an exceptionally adaptable and effective instrument for flood control. A very similar law might be passed providing for the organization of districts for any one or more of a variety of purposes, such as beach erosion control, regional parks, semi-rural water supply systems, weed elimination and fire protection service. The petition calling for the organization of the district would specify the particular purposes for which its organization was requested and for the achieving of which it would be given power.

There has been fear that in case such a law should be enacted which could be used for beach erosion control that the entire cost would fall on the shore property. That would not necessarily follow. The financing of the Muskingum Conservancy District here in Ohio indicates how costs might be distributed. The total cost of the Muskingum Conservancy District development was somewhat more than \$43,000,000. There have been several agreements in succession concerning the distribution of the cost of construction. The present situation is somewhat as follows:

Of the total cost of about \$43,000,000, the federal government has paid more than \$39,000,000 and in time will pay more of the cost. The State of Ohio has paid about \$6,000,000. The cities and counties as such have paid about \$200,000. The utilities have paid about \$200,000, and private property, for direct benefits received, will pay in the course of years, \$600,000.

Direct benefits to be paid by private owners of land in the Muskingum Conservancy District amount to less than $11\frac{1}{2}\%$ of the whole cost.

There is nothing in the law which specifies any definite percentage of cost to be borne by any interest, and each district must work out the financial program for itself. However, the Muskingum Conservancy District illustrates the fact that operation under such an act does not require that private landholders pay the whole cost, or any particular part of it.

One desirable feature of the conservancy act is that it makes possible contracts for co-operation with federal, state, county, and local governments for sharing costs.

I repeat, that in this type of legislation we have a sensitive and effective instrument for various kinds of public improvements. It provides orderly legal processes, the right of eminent domain, careful protection of constitutional rights, and opportunity for orderly co-operation between all types of public and private agencies in doing work and sharing costs. The major features of this type of legislation have been thoroughly tested in the courts and have been upheld. While a new law would be desirable for organizing special purpose districts for a variety of purposes, including beach erosion control, the major well-tested provisions of the conservancy law could be used.

Big Tugs and Big Rafts

A Story of Georgian Bay Lumbering

By W. R. WILLIAMS

SOUTHEAST Georgian Bay harbor towns, including Collingwood, Midland, Victoria Harbour, Waubaushene and Penetanguishene engaged in lumbering successively and successfully over a period that began in 1855 and ended in 1940.

The Northern Railway was finally extended northward from Toronto to Collingwood in 1855 and operated a passenger and freight service during that year. Freight cars brought engines, boilers and sawmill machinery to Collingwood, and the manufacture of lumber commenced immediately for local use. Pine, both white and red, along with cedar, hemlock, oak, elm, maple and birch trees offered a wide choice. White pine was five times more plentiful than red pine.

The S. C. Kennedy Company built a large sawmill at Collingwood, and rafted for many years down the Nottawasaga River on both sides of which they owned extensive timber limits. Hotchkiss and Company also built a mill at Collingwood with a capacity of 150,000 board feet per day. Log-rafts were brought to it from the eastern and western shores of Nottawasaga Bay. Schooners carried lumber cargoes from Collingwood to the waiting markets at Saginaw and Bay City. Even at that early period there was demand for lumber in quantity at Toronto, only seventy miles to the south, and rail shipments were frequently made.

There was another angle to the industry. In those frontier days the lumbermen went hand in hand with the early settlers as they cut down, the forest trees on the farms-to-be. The settlers were otherwise not only under the necessity of laboriously felling the forest but also of burning the resultant log-heaps before they could cultivate their fields.

Midland Bay is only thirty-six miles by air from Collingwood; yet it was not until 1872 that a lumberman named H. H. Cook erected a sawmill in that ideal location. There was then no railway. He used schooners to ship his lumber to Saginaw, Bay City and other Michigan markets.

The Midland Railway was extended north to Midland in 1879 and during that year John and Robert Dollar built a sawmill just east of the present town site. Robert Dollar later founded the Dollar Steamship Line. George and Thomas Chew next started the Chew Brothers mill, now known as the Letherby mill. The Turner Lumber Company built a mill in 1899 and were the means by which two other lumber mills were erected, the Cameron and Playfair mill and the Manley Chew mill. The latter operated twenty-four hours a day, was the first to start production in the spring, and continued until the freeze-up in December. With its double-edge band saws, gate saws and gang saws it had an annual production of fifty million board feet.

In her earlier waterfront activities Midland had several miles of docks, nearly all of which were in use so large was the shipping trade by water.

Thirty-two miles east of Collingwood by air and four miles west of Midland lay the town of Penetanguishene at the southern end of its seven-mile land-locked bay. The Northern Railway began running trains to the town in 1879 and in 1882 its population had increased to over two thousand and it was incorporated. By that year the C. Beck Co., Limited had a large capacity sawmill in operation. The Brentwood Lumber Company went into production the same year. It had three hundred employees and erected a number of frame dwellings to house them.

By 1907 Penetanguishene had six sawmills, two box factories, planing mills, sash and door factories, a pail and tub factory, and other woodworking mills. There was a corresponding increase in the number of sawmills at Midland. Large capacity sawmills had also gone into production at Victoria Harbour and Waubaushene.

The situation may be summed up by stating that Penetanguishene, Midland, Victoria Harbour and Waubaushene had by 1907 all engaged in the mass production of lumber and some of its products. The timber limits were cut down in a wasteful manner without any thought of reforestation. The result was that each succeeding year it was necessary to go farther north along the shore of Georgian Bay in order to secure enough logs to keep the mills in full operation.

During the 1912 navigation season the two powerful tugs *Charlton* and *Reginald* were used together to tow to Victoria Harbour a series of very large rafts of logs that had been assembled in the North Channel west of Little Current. Each raft contained over 170,000 logs and when cut up produced about four million board feet of lumber.

Each raft was several acres in area, and was provided with double booms. Owing to their great size these rafts could not be towed through

the narrow protected Inside Passage, but after rounding Manitoulin Island were towed across the wide expanse of Georgian Bay to Hope Island. From there the two tugs towed their raft along the charted steamer course of the Brebeuf Range, then past Brebeuf Island and Gin Rock following the Port McNicoll range until it was necessary to deviate to Victoria Harbour. Twelve days were required for the trip from Little Current and two round trips were made each month.

This particular instance has been cited as evidence that even as early as 1912 the limits for big pine and hemlock trees had receded to the North Channel or, as it is sometimes designated, the North Shore.

The towing of large log-rafts by powerful tugs from Little Current across eighty miles of Georgian Bay was attended by risk, especially during the spring months and in September. On June 13, 1918, the Penetanguishene *Herald* published the following:

"The McGibbon Lumber Company had the misfortune to lose a fine raft of logs a few days ago. The tug *Wahnapiatae* had the raft in tow when she got caught in a big blow. The tug hung on to the raft until she found she was being drawn into a dangerous zone and then let go."

On June 20 the following paragraph appeared in the same newspaper:

"The raft of logs lost by the *Wahnapiatae* was picked up and brought to the mill on Friday, June 14. Only a small percentage of logs had been washed over the booms."

Under the date of September 12, 1918, the following was published:

"The C. Beck Co. met with a heavy loss on Tuesday, Sept. 10, when their tug *Wahnapiatae* was forced to let go of a boom of logs out near the Western Islands. With an east wind blowing, the logs will be scattered all over the Georgian Bay."

All Georgian Bay lumber companies, and associated companies, owned tugs, and sometimes steamers as well. At Penetanguishene the C. Beck Co., Limited, owned the wooden steamship *Chamberlain* and the big tug *Wahnapiatae*. The Firstbrook Box Company owned the tug *Penetang*, and Gropp Brothers the *Topsy*. The McGibbon Lumber Company owned a gasoline-powered tug for harbor use, and hired the tugs of other lumber companies to bring their rafts down from the timber limits. The Breithaupt Leather Company used their tug *Geraldine* to tow barges loaded with hemlock tanbark from the Moon River area.

In Midland the Manley Chew Company owned not only the tug *Beaver* but the wooden steamship *Schoolcraft* as well. Like the *Chamberlain* the *Schoolcraft* was used to transport lumber to various lake ports,

and on the homebound trip often towed a raft of logs from the North Channel.

On June 15, 1915, the Penetanguishene *Herald* published the following news item:

"Capt. Joseph Ouellette with the steamer *Schoolcraft* came into Midland on Friday with a tow of 70,000 logs for the Manley Chew Company."

This raft was from the timber limits of the Manley Chew Company at French River. During the period 1914-1918 this company, in addition to their large capacity sawmill at Midland, operated a smaller one on Thunder Bay. After delivering the raft at Midland the *Schoolcraft* proceeded to Thunder Bay and loaded lumber for Tonawanda, near Buffalo. From there the *Schoolcraft* returned to French River for another raft. The rafts ranged in size from 70,000 to 110,000 logs. The steamer was unfortunately burned to the water's edge in 1920 almost within sight of Midland.

The big powerful two-masted *Wahnabitaë* was by far the best known of all the tugs that towed log-rafts to the sawmills at Penetanguishene. This was all the more true because the tug itself, along with its nine-man crew, was a Penetanguishene product. On board with Captain Paul Dusome and his mate Bill Tuton were two wheelmen, two engineers, two firemen and a cook. The tug was built by the C. Beck Co., Limited on their bay front during the winter of 1904-1905, the oak timbers for the keel and frames having been sawn by Gropp Brothers at their new Penetanguishene mill. The tug's original length was ninety feet. Its breadth was eighteen and its draft ten feet, giving it one hundred and ninety-one gross tons. The engine was of three hundred horsepower.

From 1905 to 1929 the *Wahnabitaë* was used to tow very large log-rafts from Little Current, Thessalon and French River across the eighty-mile unprotected stretch of Georgian Bay. About the year 1921 it was rebuilt by adding twenty feet, making its length one hundred and ten feet. A steam steering gear and a wireless outfit were added.

Some of the rafts towed into the mouth of Penetanguishene Bay were of such large area that it was found necessary to halve them in order to pass the bottle-neck and right-angled turn at Reformatory Point. These large rafts on occasion included more than 180,000 logs, enough to keep the two Beck Co. mills in full operation for a month.

At the stern of every tug was a steam deck-winch, on whose drum the steel towing cable was wound. No raft was ever towed at a closer distance than six or seven hundred feet, otherwise it would have been retarded by the backwash from the tug's propeller.

Coupling the end of the towing cable to any raft was given special attention as there was severe and continuous strain at that particular point. A boom-log was selected. One end was reinforced by bolting two oak blocks through it. A hole was bored through the blocks and log, a heavy steel chain passed through the hole and then through the loop on the end of the cable. The ends of the chain were united by a special steel device. The contrivance never gave out, even in a storm. Moreover the tug could, in a dangerous situation, separate from the raft by letting the steel towing cable run off the winch, and then steer for shelter. When the storm had abated, the tug returned to the scene, and after locating the raft or broken boom, as the case might be, always found the raft end of the towing cable, recovered the entire cable and towed the raft to the mill if it was intact.

In 1929 the C. Beck Co., owing to exhaustion of timber limits, disposed of the *Wahnapiatae* to the Keenan Towing Company at Owen Sound, a subsidiary of Keenan Woodenware, Limited, of that city. From 1929 to 1937 it was used to tow the barge *Dan Proctor* and transported logs and pulpwood from various locations to the woodenware factory. In 1937 the tug was again sold, this time to the J. J. McFadden Lumber Co., Limited, of Blind River, Ontario. Once more it was used to tow rafts of white and red pine logs, this time to the company's mill at Blind River. In 1940 it was practically rebuilt and sold for the third time, the purchaser being Sorel Harbour Tugs, Limited, of Sorel, Quebec. The tug was put in service the same year, towing barges loaded with pulpwood from Levis to Three Rivers, Quebec. The following year the name was changed to *Dick T.* but unfortunately this big tug met with accident and became a total loss at the entrance of De la Chaudiere Basin.*

At this point it is pertinent to mention the "log-pickers" who played a role in Georgian Bay lumbering that became more important and lucrative as logs became scarcer. All logs were piled on the skidway after being cut in the winter, and the end of each one was hammer-stamped or branded with the owner's recognized mark. The rafts, while en route to the sawmills, invariably had dozens of logs washed or bumped over the booms, even when double booms were used. But the runaway logs were not irretrievably lost. All of them were eventually washed up on the rocks of the 30,000 islands, or on those of the mainland. The ownership of the castaway logs was clearly evident to the "log-pickers" who went with tug and booms to round them up

* The Midland, Ontario *Free Press Herald* printed an article on December 11, 1946 by Mr. Williams stating that the "*Wahnapiatae* now lies beached and abandoned at Windsor Cove, a short distance above Levis, on the south shore of the St. Lawrence.


and sort them into separate rafts that were then towed to the owner's mill, either at Penetanguishene, Midland or Victoria Harbour.

One of the best-known "log-pickers" in the Georgian Bay area was Captain Charles Martin of Penetanguishene, who carried on his operations as far north as French River, a distance of one hundred miles. Another citizen of Penetanguishene occupied himself in recovering water-logged sunken logs from the bottom of Penetanguishene Bay. Standing on a small raft, pike-pole in hand, he patiently and systematically prodded the bay bottom. After contacting a sunken log, he next proceeded to bring it to shore after seizing it with an ice-tong mechanism. These water-soaked red and white pine and hemlock logs were generally sawed into box shooks.

The mills at Penetanguishene, Midland and Collingwood, as well as those at Victoria Harbour and Waubaushene, were, on an average, supplied for about half a century by hundreds of thousands of acres of timber limits with dense stands of choice white and red pine, spruce, cedar and hemlock. In Simcoe County itself, there was a longlasting supply of oak, elm, maple, birch and beech. In addition to lumber, lath and shingles, the mills were able to maintain a stock pile of hemlock tanbark which they shipped by rail to various tanneries as required. There was a large tannery of the Breithaupt Leather Company at Penetanguishene.

The emphasis, however, was on production of lumber and shingles for the market at Toronto and other southern Ontario communities, which after 1850 had entered the era of frame construction that followed the pioneer log buildings. Frame construction was the new fashion for stores, offices, houses and factories. By 1871 Toronto had a population of 59,000 which in 1881 had grown to 96,196, and in 1891 to 181,215. Toronto's population was almost doubling every ten years, and by rail from Penetanguishene it was a hundred miles.

Rail connection southward was vital to Penetanguishene's commercial prosperity, but water transportation continued to serve as an important subsidiary for the export of lumber from Penetanguishene and Midland until at least 1920. A photograph taken June 28, 1890, showed a fleet of four schooners, the *Groton*, *C. A. King*, *Nassau* and *Chatget* being towed up the seven-mile Penetanguishene Bay by the tug *John Martin* to be loaded with lumber at one of the mills. There was never a scarcity of tugs. At least three companies owned and operated them. The Firstbrook Box Company operated the *Penetang*, Gropp Brothers the *Topsy*. The Breithaupt Leather Company originally owned the *Geraldine*. They were even more useful for towing out loaded schooners.



The Tragedy of Mott Island

The Story of Angelique and Charlie Mott

By DENNIS GLEN COOPER

ONE OF THE last bits of real wilderness east of the Mississippi River was preserved for all time when Isle Royale National Park was formally dedicated on August 27, 1946. The ceremonies marking this historic event were held on Mott Island, about a quarter mile off Isle Royale proper. It was a bleak day; the skies were ominous and a sharp wind blew from the North. Even though everyone was warmly dressed, many shivered in the cold northern air, and when the exercises were over, hurried to the warmth and comfort of the luxurious S. S. *South American* which had brought most of the visitors to the island. Few who had stood that day in the little clearing before the government headquarters knew of the tragic drama that had been enacted on that exact spot a hundred years ago when two persons were forced to spend the winter there, enduring hardships probably unequalled in the entire history of the Lake Superior region.

Because the story of Angelique and Charlie Mott is so much a part of the history of Isle Royale it should be re-told and perpetuated, for it ranks as one of the truly great stories of our inland seas. Here it is as I have pieced it together from stories told to me by some of the old timers on the island such as the grand old man of Isle Royale, "Commodore" Kneut Neutson, his daughter, Mrs. Matt Farmer, and my sterling fishing guides, Pete Edison, and the Johnson brothers, Arnold and Melford.

Angelique, the heroine of this story, was an Indian woman who had been Christianized and reared at one of the missions in the north country. After she had married a Frenchman named Charlie Mott, the two had settled down at a place called Lapointe on the shore of Lake Superior. One day several prominent men from Detroit arrived at Lapointe in an old schooner. They were enroute to Isle Royale in search of copper and persuaded Angelique and Charlie to accompany them.

Shortly after the group arrived at Isle Royale, Angelique discovered a large piece of mass copper along one of the beaches. The men became

greatly excited and asked Angelique and Charlie to remain on the island to guard the claim until mining operations could begin, and for their services the two were to be paid thirty dollars a month. Angelique and Charlie agreed and the entire party went to Sault Ste. Marie to lay in an adequate supply of provisions. Here they met a man named Mendenhall, one of the leaders of the enterprise, who argued that there was no need to carry provisions so far up the lake at such great expense since he had plenty of them at Lapointe. However, when the group arrived at Lapointe, they found that all they could get was a half barrel of flour, six pounds of rancid butter and a few beans. In spite of Angelique's misgivings about going to Isle Royale with so few provisions, Mendenhall succeeded in persuading Charlie Mott to go by solemnly promising that he would send a boat load of supplies in a few weeks and that at the end of three months he himself would come to take Angelique and Charlie away.

Thus, very much against Angelique's will, she and her husband arrived at Isle Royale on July 1, 1845. Their first task was to build a small cabin on Mott Island where they lived quite comfortably for several weeks. Having a bark canoe and a net, they were able to catch enough fish to keep hunger away. One day, however, a storm destroyed their canoe and broke their net, rendering it useless. With growing anxiety the two watched the horizon, but as days and weeks passed without any sign of a supply or rescue boat the unhappy pair realized that they had been deserted and would have to spend the entire winter on the island. With the flour, butter and beans fast disappearing, the outlook was dark indeed; nothing seemed left but sickness, starvation and death itself. All they could find to eat on the island was bark, roots and bitter berries, which seemed only to intensify their hunger.

Five days before Christmas all of their food was gone. The weather was miserably cold and the snow-covered ground was frozen so hard that it was now completely impossible even to dig for roots. Charlie suffered intensely, and as he became weaker he lost all heart and courage. Then fever set in and from that time on the stricken man's condition grew steadily worse until finally he went out of his head completely. Angelique watched over her husband anxiously doing what little she could to comfort him.

One day Charlie sprang up suddenly and seized his knife which he began to sharpen on a whetstone. "I'm tired of being hungry!" he said. "I will kill a sheep. I must have something to eat!" He was glaring at Angelique who realized at once that she was his intended victim. All day and all night Angelique watched her husband, not

daring to sleep or turn her back on him. At last when she saw him dozing for a moment by the fire, she took the knife from him and hid it.

After days of agony, Charlie Mott died. Angelique washed his shrunken body and laid him out in the cabin. With the ground frozen solid she could not bury him and she could not bring herself to just lay him in the snow. For three days she remained with the body, but then another trouble beset her: she was tempted to eat Charlie's flesh. She prayed fervently for strength to resist the desire which grew steadily stronger in her half crazed mind. Even when it seemed sometimes that she could bear it no longer, still she prayed for strength. Finally Angelique decided to leave Charlie's body in the hut where she could see him occasionally, and build for herself a new lodge. This was hard to do for she had sprained her arm in lifting and nursing Charlie, but eventually she accomplished the task and a bright fire kept her company.

One morning when Angelique opened the door of her tiny hut, she saw for the first time some rabbit tracks in the snow. She could hardly believe her eyes; her breath came fast, her heart pounded. Quickly she tore a lock of hair from her head and plaited the strands to make a snare. That very day she caught a rabbit and so hungry was she that she tore off its skin and ate it raw. It was nearly a week before she caught another, and often it was longer than that between meals. Sometimes when she could do nothing else to relieve her hunger, she took a pinch of salt.

Time passed slowly for poor Angelique. To ease her tortured mind she tried to sleep as much as possible, but before long she could not sleep at all, night or day. When she sat still for an hour or so her limbs became so stiff that she could hardly move them. At last she found herself walking all the time, pacing back and forth like an animal in a cage.

Early in March Angelique found a canoe that had been cast ashore. Quickly she made it fit for use, then cut up the sail and fashioned the strips into a net. Once more Angelique could catch fish.

One morning in May a shot from a gun broke the everlasting stillness of the island. Angelique started to run in the direction of the sound but her knees gave way under her and she sank to the ground. Another shot brought her to her feet again and she arrived at the water's edge in time to see a small boat approaching. The first man to jump ashore from it was Mendenhall who advanced quickly to shake hands with Angelique.

"Where is Charlie?" he asked.

"He is asleep," answered Angelique weakly, pointing to the cabin in which Charlie Mott's body rested. The men went to the cabin where they saw at once that Charlie had died of starvation. Mendenhall began to sob, then tried to explain that he had sent a boatload of provisions for the two; this, however, the rest of the men branded as a lie. They took Angelique away and she was so happy to see her mother once more that she decided to do nothing further about the matter, explaining that she felt Mendenhall's conscience would punish him more than anything she could do. Thus came to an end a great woman's battle against cold and hunger.

Angelique performed many remarkable feats of strength in after years. It is said that she once made a wager with a Frenchman that she could carry a barrel of pork to the top of a nearby hill and back. She won that wager with ease and upon her return volunteered to carry the barrel up again with the Frenchman on top. Angelique lived to a ripe old age, dying at Sault Ste. Marie in 1874.

Journal of Shipwrecks in the Vicinity of the Lighthouse at Waugoshance

At the northwestern tip of the Lower Peninsula of Michigan is a narrow strip of land known as Waugoshance Point. This strip of land extends two miles into the westerly end of the Straits of Mackinac. Beyond Waugoshance Point, eight miles of islands and shoals make navigation dangerous. At the extreme end of the shoals stands Waugoshance Lighthouse Tower. The Light was discontinued in 1912. Hog Island and Crane Island, mentioned in the Journal, are part of the Beaver Island group which is located in the northeastern part of Lake Michigan.

Keepers of the lighthouse kept journals of all wrecks occurring in its vicinity. Instructions were that detailed information must be noted down. Keepers did not always follow their instructions. They forgot to note the names of many of the ships. However, they did not forget to write "light visible" or "could see the light" as proof of their own blamelessness.

The following entries were taken from a Waugoshance journal which covers the years between July, 1872 and October, 1906 and are printed in their own quaint spelling. They were selected by William A. McDonald, a well known collector of Great Lakes pictures and other data, living in Detroit. Mr. McDonald has presented this journal to the Great Lakes Historical Society.

THE EDITOR.

July 29, 1872.

Canadian steam barge. Masters name unknown. Bound from Chatim to Chatim (Chatham, Ont.). Cargo wheat, no lives lost.

The Steam Barge *Inaria R. Robinson* with a Schooner in tow, took fire off hog island Shoal on the night of the 29th, July at 9:30 P. M. Fine Clear night, wind S. E. She was Loaded with wheat, which proved a total loss. She was towed afterwards by the tug *Leviathan* to Chatim (Chatham) in Canada.

July 3, 1872.

Propeller. Edward Busha, Master. Cargo, some fish. Bound to Mackinaw. One life lost.

The *Grace Dormer*,¹ propeller Burned in Beaver Harbor on the night of the 3rd of July at 2 in the morning. She was Burned to the waters Edge. One man by the name of Bursaw was Burned to death. She was towed afterwards by the wrecking tug *Leviathen* (*Leviathan*) to Port Huron.

October 30, 1875.

The schooner *Quin* (*Queen*) City of Buffalo went ashore on reef off the West End of Waugoshance Island on the 30th day of (crossed out)

1. Steamer *Grace Dormer* was rebuilt and until 1920 was one of the ferries between Port Huron and Sarnia.

at 11:30 in a snow storm and got off on the 9th of November at 12 M. with the assistance of tug(s) *Leviathan* and *S. S. Edsall*. The cargo of 42 Thousand Bushel of Corn proved a total loss. She was from Chicago and Bound to Buffalo. The Cap'ts. name is David Lynn, mate's name Patrick Nicholson—6 Seamen and Cook—9 in all and all Saved.

November 25, 1875.

The schooner *Groton* of Chicago was Run into by the Brig. *Roscius* N.N.E. 5 miles from Waugoshance Point on the night of 24th day of November. She was abandoned by the Capt, 1st Mate and 2 Seamen. 2nd Mate took her in charge and Ran her ashore at Waugoshance Island as she was in a Sinking condition. Her cargo consisted of 550 tons Coal from Erie, Pa. to Chicago, which is a Total loss. The vessel lays ashore yet and no effort will be made to get her off till Spring. The crew of 9 men including Capt. 2 Mates and Cook was all saved. Capt. Holby, Schr. *Groton*.

November 28, 1875.

The Schooner *Bridgewater* of Buffalo went ashore on the S. E. end of the middle ground at Waugoshance Island on the morning of the 28th day of November at 7:30 A. M. in clear weather and Gentle breeze from the South and was got off by the Tug *Niagra* of Port Huron on the 4th day of December at 8 P. M. Her Cargo consisted of 38000 Bushel Wheat, about half saved. Ballenge Total loss. Her crew consisted of 10 men, Capt. W. Liney(?), 1st Mate P. Johnston, all of them Saved.

John McHoy, Keeper

August 28, 1878.

American Schooner. Crew and passengers 8. Cargo Oats. From Chicago to Collingwood, Ont. 8 saved. The vessel was first seen at 12 M. working down with a light breeze from S. E. when about two miles from station the wind changed to N.N.W. She then attempted to go through the passage between Station and Island but mistaking the passage she run a ground on the Shoal known by the name of Middle Ground about one mile to Southard of Station. At the time of her going aground the wind was light and weather clear, it being then 7:10 P. M. not yet dark. The Capt saw the light and blames it not for his going ashore but he supposed that he could go through the passage on account of his drawing but nine feet of water which if he steered the right course he would have passed through without danger. At daylight next morning we lowered the Boat and went to the Schooner and offered our assistance. We helped them to make canvas and

to get out a anchor to try and heave hur off. The Capt had left the vessel during the night with two of his crew in his Yawl Boat after a tug. Next day (the 29th) the Tug *James Bennett* came to his assistance and pulled him off. The Schooner was not damaged, nor the Cargo (it being Oats). No lives lost. The name of the Schooner was the *A. J. Rogers* of Sandusky.

July 3, 1879

U. S. American Schooner *Lillie Amiot*, F. B. Higgle, Master. Crew and passengers 3. Cargo lumber. From Cheboygan, Mich. to Petoskey, Mich. 3 saved. This Schooner (The *Lillie Amiot*) was bound from Cheboygan, Mich. with a load of lumber to Petoskey, Mich. On the eve. of the 3rd of July, 1879, when a bout 3 miles South of Station she encountered a heavy Squall from S.W. Being top heavy with a deck load of lumber, she capsised and the lumber (b)roke hur spars. She again righted up and the sea drove hur a shore on Crane Island. The crew remained on hur all night. They were compelled to do so on account of looseing their small boat during the squall. We could not render any assistance untill next morning when the wind subsided. The Second Asst. went to their relief with the small boat and took off the Crew. They were in a famished condition being exposed all night to the weather. He brought them to Station and we rendered them all the assistance in our power. We put the Capt on board the Steamer *Van Ralte*² so as to procure a Tug to come to his assistance. The Vessel will be Saved.

October 14, 1880.

U. S. American Propeller. Geo. Blackman, Master. Crew and Passengers 22. Cargo 15000 bushels Corn, Flaxseed, Flour and Lard. From Chicago, Ill. to Buffalo, N. Y. None lost. The Propeller *Canisteo* of Buffalo, belonging to the U. S. Boat Co. (Union Steamboat Co.) Collided with a Sail Vessel (name unknown)³ opposite the Station at 3:30 A. M. The Captain run hur a shore close to the Station and was seen by the 1st Asst. at 3:40 A. M. who being on watch at the time. The Steamer lay about 800 feet to the North East of Station and sunk in 18 feet of water. As soon as daylight the 1st Mate and part of the crew came to Station and asked to have one of the Keepers go along with him to Cheboygan for a Tug. His request was granted and the Second Asst. Mate and four of the crew started for Cheboygan. During

2. *A. C. Van Raalte*, 1867 Buffalo, N. Y., originally a Passenger Propeller, later rebuilt as a tug and renamed *Ashland*.

3. Schooner was later identified as *George Murray*.

the day the Captain and all of the Crew came to the Station and we rendered all possible assistance to make them comfortable. The Second Asst. and Mate returned with the Tug *Winslow* at 6 P. M. The Capt and Crew left Station on board the *Winslow* for Mackinaw. The weather being too rough to work at wreck. Blowing a Gale from S.W. The Steamer is gone to pieces, the cargo is all lost. Nothing remains to be seen but part of her engine above water. The Steamer was built in 1862 and lost on the 16th October 1880.

May 11, 1881.

American three mast Schooner. T. Johnson, Master. Crew and passengers 7. Cargo Corn. From Chicago, Ill. to Sarnia. 7 saved. The Sch *Flying Mist* ran aground on the S.W. Shoal of Waugoshance on the morning of the 11th day of May at 12:30 o'clock in a dense fog. The Lt. was not seen nor the Bell heard until the vessel struck. The Captain heard a Bell, but supposed it to be a vessel's Bell laying a (at) anchor. The Vessel was seen as soon as she struck by the 2nd Asst. who was on watch at the time. The 1st Asst. went to the Vessel and rendered all the assistance in his power by going out and hailing the Steamer *Van Ralte*⁴. The Steamer came to her assistance and pulled her off on the morning of the 13th day of May at 7 A. M. The Vessel and cargo was not damaged.

⁴ A. C. Van Raalte.



THE STEEL CHEMIST. (See Page 52.) Photograph by courtesy of R. D. Bibby.



S.S. DULUTH entering the Cuyahoga River in 1890. Photograph by courtesy of Wade C. Browne. (See Page 50.)



AIR VIEW OF RACINE HARBOR (Port Series No. IX). Photograph by Roy E. Petersen.



A SCHENECTADY BOAT such as Moses Cleaveland used when he surveyed the site of Cleveland, Ohio. (See Page 46.)



THE THOMAS PARSONS. Photograph by courtesy of Miss Polly Tyler.



THE WAINAPITAE at C. Beck Company's Wharf, Penetanguishene, Ontario.
(See Page 13.) Photograph by courtesy of the *Free Press Herald*,
Midland, Ontario.



THE MARY LYON. Photograph by courtesy of Miss Polly Tyler.



CAPTAIN CON. MCCAULEY. (See Page 49.) Photograph from an old Goodrich Line folder.



CAPTAIN HOSEA ROGERS. (See Page 33.)



THE ATLANTA. (See Page 49.) Photograph by courtesy of Kenneth E. Smith.



THE ST. MAGNUS, overturned in the Cuyahoga River, June 7, 1895. (See Page 47.)
Photograph by courtesy of Louis Baus.



MUNICIPAL MOORING BASIN and Harbor Area, Milwaukee, Wisconsin (Port Series No. N.) Photograph by courtesy of H. C. Brockel, Municipal Port Director.



Hosea Rogers, Builder of Boats

By POLLY TYLER

PART I

CAPTAIN HOSEA ROGERS was not only the best known boat builder on the Genesee River in his day but one of the most admired and revered lake captains on the Great Lakes. The period 1840 to 1874, during which he built his vessels—was filled with adventure and romance. Hosea began his career as a sailor at an early age, thirteen years. His first job was what he called “lop-lolly-boy,” a sort of jack of all trades, doing anything and everything asked of him. His brothers, Diodat and Ezra Rogers, gave him this first job on the *Caroline* built by them in 1821 at Carthage Landing or Brewer’s Dock on the Genesee River. She was named in honor of their sister, and made her maiden voyage in the fall of 1825. Hosea was as proud of his first job on the *Caroline* as Captain Case, the captain, was of his.

The next few years were spent in learning the knack of a sailor. In the spring of 1830 Hosea became captain of the *Jeanette*, also built by his brothers in 1828. The *Jeanette* was one of the first vessels to pass through the Welland Canal after it had opened in November 1829. The schooner *Jane and Ann* built at Toronto, then Little York, about 1828, was the first vessel to make the voyage on November 30, 1829. Captain Rogers used to tell about William Hamilton Merritt, the proprietor and builder of the Welland Canal, piloting the *Jeanette* in the spring of 1830 on a white horse through the canal from Lake Ontario to Lake Erie. Merritt made a point of escorting all the vessels in this manner for about a year after it was opened.

In the spring of 1832 when Hosea became captain of the *Aurora Borealis* built in 1831 by his brothers, he was twenty years of age. The next year he commanded the *Indiana*, also built by his brothers in 1831 and 1832, and carried quarried stone from Chemonk Bay to Oswego.

One of the most interesting and long remembered experiences which Captain Rogers had and one which gave him great delight to tell occurred while on board the *John Grant*, a schooner of 93 tons, owned

by Diodat and Ezra Rogers. Built in 1832, she capsized near Erie in May, 1845. He said about that trip:

In the fall of 1833 I took charge of the *John Grant* and I shall never forget my last voyage that season. We came down from Toronto the 12th of November in a pretty heavy gale which carried away my spanker boom, and in the afternoon I ran into Charlotte for repairs. Happening to meet my brother Diodat on the pier he immediately put in a new spar, and I left port about sundown with a fair wind which soon began to increase. By 10 o'clock we had our hatches battened down and every loose thing on deck was swept overboard. The gale became terrific and we hardly expected to outlive it. Suddenly there was a cry that the heavens were falling as the great dome above us was filled with shooting stars. We had no intimation of the auroral display and coming as it did at an hour when every nerve was strained and every sense alive to the dangers of the elements, the scene was particularly impressive. The shower lasted several hours, if I remember correctly, but at no instant during its occurrence did I dare cease my vigilance, and the exercise of my greatest skill to keep the vessel in its course. We battled with the elements and watched the mighty fall of stars until the morning of the 13th, when daylight ended the wonderful display.¹

One of the boats missing as a result of this storm was *Three Rivers* from Pultneyville.

I have heard Captain Rogers' widow retell the following story many times when she has been talking about her husband's experiences:

In 1834 Captain Rogers made a trip to Chicago, which was then known as Fort Dearborn. He was captain of the small schooner *John Grant*, the second vessel to make the trip from Lake Ontario through all the lakes. Chicago did not then have even a harbor, and sailors were obliged to anchor about a mile from land and pole their goods ashore in flat boats. Besides the fort there were less than a dozen houses there, with a number of Indian tepees not far away. The place was flat and marshy, and it did not seem likely that it would ever be anything more than a trading station. The cargo consisted mostly of barrels of salt which were sold to traders at the fort.

He went to Fort Dearborn a year or two later and found that the settlement had grown rapidly. He visited it often after it became the metropolis of the West, and it was difficult to make himself believe that he ever bartered with Indian traders on the steps of the little fort.

It is interesting to note that in the year 1837, the same year that Queen Victoria began her reign, he was captain of the *Gazette* of

¹ G. H. Harris, *Early Shipping on the Lower Genesee River: Reminiscences of Captain Hosea Rogers*, (Rochester Historical Society Publication Fund Series, comp. & ed. by E. R. Foreman), vol. 9, p. 105.

Clayton, and was given permission to land twenty-five pounds of salt at St. Catherines.

Following in his brothers' footsteps, determined to build a vessel for himself, Captain Rogers began his thirty year career of building his schooners, fourteen of them, each carrying a crew of from six to nine men.

The first vessel to be constructed was the *Daniel Webster*. She was built about 1840 by Diodat Rogers. This vessel was built on the Genesee River at Carthage Landing, or Brewer's Dock, located just south of the Veteran's Memorial Bridge on the east bank of the river. The famous orator, Daniel Webster, had just paid a visit to Rochester, hence the name.² Captain Rogers believed in naming his vessels after prominent personages — most of them business associates — as we shall see as we progress. The *Webster* proved to be a rugged sailer, making several voyages on the Great Lakes and on the St. Lawrence River. The craft was doomed to a short life, however, for several years later she went on the rocks in the St. Lawrence near the Thousand Islands. Captain Rogers, being a pilot and commander as well as a boat builder, took a trip down the river to the vessel on the rocks, removed the heavy anchor, brought it home and had it embedded six feet underground in front of his home. The ring stands about three feet above ground. The anchor, in those days, was used as a hitching post; today it is a curio in the neighborhood. Hardly a day goes by that the ring of the anchor does not resound, acting not only as a reminder of days gone by, but also reflecting the sturdiness of the anchor and the character of its former owner.

Edward C. Williams was a well-known sail-maker, ship chandler and flag-maker residing on East Street in Rochester during the 1840's and 50's. He made sets of sails for several of Captain Rogers' schooners and it was in 1849 that Captain Rogers honored this worthy gentleman by naming after him his second vessel built at Carthage. The *E. C. Williams* lived to be five years old. Some accounts, including Captain Van Cleve's record, say that the *E. C. Williams* was built in 1842. However, the *Rochester Daily Democrat* for April 5, 1849, states that the *Williams* was launched April 4th at three o'clock at Carthage Landing. She was built by Diodat Rogers and was 175 tons burthen, with a keel 105 feet in length.

Not much is known of her voyages but there are some tow bills and various receipts bearing the names of men who knew and sailed

² Webster addressed the Whigs in Rochester from Court House Square July 24, 1837, and again in August, 1838.

her during those five years. One, Jacob Bloom, shipped as mate on board the schooner March 30, 1852, serving one and one half months for \$30. Captain Mosier was in charge on April 10, 1852, as the following letter, copied from the original, states:

E. C. Williams

Buffalo, Apr. 10, 1852

Capt. Mosier

Dear Sir:—

You had better go and get another cargo of stone, as vessels will not be able to get in here for 2 weeks or more, on account of the ice.

Yours &c

Hosea Rogers

per Benjamin Bagnall*

P.S. Mr. Rogers left this morning for Rochester and wished me to write you as above. B. B. Buffalo.

The envelope was addressed

Capt. Mosier

Coneaut, Ohio

of the Sch. *E. C. Williams*

To Post Office at the Harbor.

On May 16th George Hill was mate and his wages to June 24th were \$35. July 29th Robert Irvén was mate, and on September 15th we find Captain Mosher as her master. One dollar a day was considered good wages for an able-bodied seaman in those days; twenty-three dollars a month was the average wage for a cook.

September 15th, 1852, the schooner was in the Port of Oswego, being loaded with 1022 barrels of salt, fine and coarse, bound for Toledo, Ohio. The amount of the bill was \$143.00. Captain Mosier took a loss of \$1.00 on his cargo as there was a short measure of one barrel of fine salt.

The *E. C. Williams* was sunk in Buffalo harbor September 19, 1854, as a result of a collision with a steamer, *The Western World*. She had been sold the previous season to a Buffalo house.

The first vessel to be built away from home was the *City of Rochester*, a three-master. This schooner was built under the direction of Captain Rogers by his brother Diodat, at the Black River in Ohio, about 30 miles west of Cleveland in the year 1850. (Captain Diodat moved to Black River between 1840 and 1845.) The fact that she was built so far away from home might have been the reason for naming her

3 Captain Bagnall died in Buffalo, see *Union & Advertiser* January 15, 1859.

City of Rochester. She was the only vessel in the fleet that achieved the distinction of sailing on all the lakes.

An 1852 account book of the *City of Rochester* mentions as mate on April 16, 1852, Jacob Bloom who had sailed the 30th of March on board the *E. C. Williams*. His wages were \$30 a month. On May 16 George Hill took over the responsibilities as mate at \$35 a month. Then on September 22 Henry Dunn shipped as mate and was paid in full October 12 the sum of \$35. The 12th of October, we find Henry Dixon in charge of the *City of Rochester*; his wages were the same.

Philo Adams hired out as cook from October 19 to November 14 of that year. His wages were \$30 a month. On November 23 a raise in pay to \$1.50 a day went into effect.

The *City of Rochester* was not in Captain Rogers' possession too long, however, as he sold her to a party in Ogdensburg. The barque *City of Rochester* then became *City of Ogdensburg*.

In a mishap at Prescott the vessel was sunk in the St. Lawrence by the Steamer *Ontario*. At that time she had her hull thoroughly repaired and was equipped with new master canvas and rigging. The *Rochester Union and Advertiser* for September 14, 1861, states that after she had been rebuilt she was named the *Union*. In May 1862, the *City of Ogdensburg* had a collision on Lake Huron with the *W. F. Allen* and though she was damaged considerably, she managed to reach Detroit.

In the spring of 1855 another schooner, the *Oliver Culver*, was completed. This was the first one to be built at the mouth of the Genesee River opposite Charlotte, on the River lot, as it was called in those days. This boat, also built under the supervision of Captain Rogers, had as her master builder Diodat Rogers.

On May 3, 1855, the launching of the *Oliver Culver* took place at the mouth of the river, in the presence of several hundred people. The launching was set for three o'clock in the afternoon but due to some delay, it was six o'clock before the ship glided into the water. There were on the deck of the ship over one hundred persons over whom waved the colors presented in honor of Oliver Culver, a venerable and well-known citizen.

The *Oliver Culver* was a vessel of the largest class capable of passing the Welland Canal locks. Extreme length on deck, 145 feet over all; breadth, 26 feet beam, and 11 feet hold; capacity, about 450 tons. She was built of oak and had a beautiful model. The *Culver* was a three master and carried 3,600 square yards of canvas.

Captain Ezra Rogers, Jr., nephew of the owner and son of the master builder, commanded the vessel when she sailed May 23, 1855, for Chicago. She did most of her sailings on the Upper Lakes. On her first

trip to Chicago Captain E. Rogers wrote Captain Hosea Rogers that the rubbing irons had to be removed and the rail cut in order to get through the Welland Canal.

One letter addressed to Captain E. Rogers, Sch. *Oliver Culver*, Chicago c/o Gibbs, Griffin & Co. dated Rochester, 20 June, 1855, is of interest here:

Capt. E. Rogers —

Please call on your arrival at Chicago on Gibbs Griffin & Co., and they will bond⁴ you. See where you can do the best to load to and act accordingly. You will know which will pay the best. Telegraph and write on your arrival and I may come if I have received nothing from Saginaw, and conclude you are alive yet.

Yours &c

Hosea Rogers.

An article taken from the Rochester *Union and Advertiser* for December 6, 1859 says:

It happened that this vessel, ashore at the Manitous, is owned by George W. Allen, of Mendon, and Captain Rogers, who built her, has a claim of \$2,000 which is insured at Mr. Brewster's office in this city. Whether Mr. Allen has an insurance or not we do not know, but presume he has. The vessel is a fine one, costing originally over \$14,000. A number of vessels are ashore in the Straits of Mackinaw, and so down the coast of Lake Michigan, and relief steamers have gone up. The *Culver* may be saved, or may be afloat ere this.

The schooner *Oliver Culver* spent the winter in Buffalo in 1871, was ashore in 1882 and not long after that was lost on Lake Erie.

Captain Rogers began to work in earnest on another vessel at the mouth of the river, opposite Charlotte, in October 1855. The new schooner was a trifle smaller than the *Oliver Culver* but was, nevertheless, a first class craft. Captain Rogers' boats were first rate sailers and he was always able to sell them at good prices. At Charlotte he had access to the best timber, and other materials could be delivered without difficulty to the port.

⁴ Insure his vessel for him. Rates for sail vessels ranged from less than 200 tons to upwards of 400 tons and classified according to years (time reckoned from date of launching) of age from class.

10 years	6 years	4 years	4 years	—	—
A1	A2	B1	B2	C1	C2
6%	6½%	7%	8½%	10%	11%

From: *Proceedings of the Board of Marine Inspectors of the Association of Lake Underwriters*. Held at Buffalo, August 1855 pub. by Murray & Baker, Book and Job Printers, 200 Main Street, Buffalo.

The launching of the schooner *Cochrane* was told in a Rochester paper as follows:⁵

The fine sailing vessel built at Charlotte during the past winter by Captain Hosea Rogers is to be launched this afternoon at 3 o'clock. The cars will leave the depot in season to take such as desire to witness the spectacle, which will be one full of interest. The schooner is named by her builder the *Joseph Cochrane* in honor of a respected townsman, who was one of the earliest residents of the village of Rochester and is still an active business man here, full of generosity and worthy of esteem. This fine craft is 135 feet in length, 26 feet in breadth of beam, 10 feet 3 inches in depth of hold, and 350 tons burthen. She is a three master schooner, spreading 2300 yards of canvas,—a handsome, staunch, and undoubtedly will prove herself a fast vessel. Her sails and colors were made by Com. E. C. Williams, who knows all the ropes and can rig a ship according to art, and in all best style. The colors were presented by Mr. Cochrane, and consists of ensign, burgee, signal, union-jack and pennant. The cost is \$100. They will be exhibited this morning in front of the [Reynolds] Arcade.

No doubt a large number of people will go down to the docks to see this launch as it is rather an unusual sight in this region, and one that can not fail to repay all the trouble of a trip. The cars leave the depot at about 2 o'clock p.m.

Whether or not each of the boats had a Bible of its own is not known, but the *Joseph Cochrane* was presented with one. The Bible is still in the possession of Captain Rogers' widow. On the cover we read:

For the
Schooner
Joseph Cochrane
From a Friend

On the fly leaf appears this quotation:

May He, who holds the "winds in His fist"—at whose command the "storms arise"—who says to the "tumultuous waves" "Peace be still" bring to pass the honest purpose for prosperity of all who have any interest in the Schooner *Joseph Cochrane*. "May the Lord carry her safely from port to port and teach all who are ever on board of her to trust in Him who Rides upon the wings of the wind. Rochester April 23, 1856. H. A. Bruster.

On May 27, 1857, Captain Rogers wrote his wife the following letter from Chicago:

Dear Wife—I am well at present and hope these few lines will find you and the rest of the folks the same.

I have sold the potatoes at \$1.25 per bushel, but they aren't delivered yet, and the *Cochrane* has not arrived yet. I shan't get away this week I don't think. I have traded my half of the blacksmith shop⁶ with Mr. C. A. Jones of Rochester and if he comes down and wants the deeds you may let him

⁵ Rochester *Daily Democrat*, April 22, 1856.

⁶ Located at North Street and Franklin St. (Deed was recorded June 13, 1857)

have them if you can find them and it will be alright, and I shall come home as soon as I can.

Yours truly
Hosea Rogers

You can have Sam draw off the potatoes, he can as well as not.

H. R.

S. P. Boyce was the first mate of the *Cochrane* in 1856. From May 28, 1858, until September 14, 1858, F. V. Cook was in charge. On September 14, 1858, J. S. Graham took the helm. The *Cochrane* was lost on Bailey's Harbor River in 1870.

Captain George Hardison was the master builder of the *H. S. Fairchild*, built for and under the supervision of Captain Hosea Rogers at the mouth of the Genesee River in 1857. It was said at the time to have been the best built and most handsomely finished sailing vessel ever launched on the lakes. She was furnished again by E. C. Williams with a full set of colors and signals donated by Colonel H. S. Fairchild, after whom she was named.

According to the mortgage for the vessel *H. S. Fairchild* we find that Russel Smith, the master of the vessel, and Joshua Granger, both of the village of Pultneyville, Wayne County, New York State, were in joint ownership with Captain Rogers of the *Fairchild* and that each share amounted to \$3350. The mortgage was recorded April 23, 1857. Also from the mortgage we learn that the *Fairchild* measured 136 feet in length; breadth 26 feet 9 inches; depth 10 feet 9 inches; and she had a capacity of 347 tons, being able to carry 17,000 bushels of wheat through the canal, and more on the lakes. She sailed on her first trip April 26 for Chicago with a cargo of sash, doors, blinds and miscellaneous goods, commanded by Captain Russel Smith of Pultneyville.

At the launching at Charlotte a crowd of spectators gathered to witness the presentation of colors, with a speech by Major C. B. Hill. Captain Rogers replied, thanking the donor and his friends for the compliment paid him. A detachment of the Grays (an Independent Rifle Company, The Union Grays, organized in 1838), under Captain Thompson, took one of the howitzers to Charlotte with a team donated by Alderman Parsons and fired thirty-one guns as a salute to the colors of the vessel. Colonel Fairchild was unavoidably absent and did not reach Charlotte until after the presentation.

Five years after the schooner began sailing we learn by a telegram from Detroit, dated October 7, 1861, sent by Captain W. C. Harry, that "*Schooner Fairchild* is in port leaking, will get on dock tomorrow." The *H. S. Fairchild* was sunk in a few moments time above Long Point on Lake Erie in October, 1871, by a collision with the *Harvest Home*.

she had a cargo of 18,600 bushels of wheat insured at \$20,000 from Milwaukee on board. At the time of the collision, she was valued at \$16,500 and was owned by Buffalo partners . . . The *Harvest Home* escaped without injury with no lives lost.

The *Tarry Not* (also spelled *Terranaught*) was built on the river opposite Charlotte, and was justly named because we learn from a Rochester newspaper⁷ the following facts about her:

The quickest trip on record.—The Schooner *Tarry Not*, of Rochester, built at this port by the owner, Captain Hosea Rogers, and launched the present season, spring of 1857, has returned from her last voyage for this year, and is laid up at Charlotte. Her last trip to the upper lakes is worthy of special mention, as showing, it is believed, the fastest sailing time ever achieved on that route. Captain Floyd, her commander, states that she left Chicago with cargo for A. H. Hovey on Thursday the 5th Nov., and arrived off Rochester on Friday the 13th, at 4 a.m., making the whole passage in less than eight days, including several stoppages at Detroit and the Welland Canal, which would reduce the actual time consumed in sailing to but a trifle over four and a half days from Chicago to Rochester by way of the lakes! This time is stated to be unprecedented, and reflects credit on her builder, commander, and crew, as well as the city from which she hails.

Signed A. K.

This same article was noted in the Oswego *Times*.

The sails for the *Tarry Not* made of Columbia Duck by the firm Provoost and Newkirk, sail makers, Newman's Block, Prime St., Buffalo, cost \$765.

The *Tarry Not* was a large vessel, 266 67/95 tons burthen, a strong, swift two master able to carry a large cargo. She was 122 feet 8 inches in length, 23 feet 8 inches in breadth and 9 feet 10 inches in depth. In 1860 the *Tarry Not* was stranded on Bois Blanc Island. On April 2, 1861, when sold to Edmond L. Ritchie of Hamilton, Canada, Henry Floyd was her master. She was wrecked on Lake Erie.

⁷ Rochester *Union and Advertiser* November 17, 1857.

(This article will be concluded in the next issue of INLAND SEAS)

Marine Intelligence of Other Days

(A series of reprints from old newspapers on Great Lakes affairs of earlier days. Readers are invited to contribute similar brief sketches from local papers to be found in their libraries or historical societies. Thus may valuable material be made available to all.

— EDITOR.)

LAKE CLIPPERS

"Our Lake Clippers are attracting the attention of the British Board of Admiralty. The *Cork Examiner* says that they have invariably beat all other ocean craft with which they have contended for superiority in sailing qualities, while they are particularly adapted for war purposes, in consequence of their light draft when the centre-board is raised. On a wind they go within four points, a feat unequaled by square rigged vessels; and under "goose wings," the speed is unapproachable. The *Examiner* gives the history of these craft in the Atlantic waters, and states that the clipper Schooner *D. C. Pierce*, has made the quickest passage on record between the St. Lawrence and Fasque Light, Ireland."

Press Tribune, Chicago, November 10, 1859

Captain John

THE GENERAL GRATIOT

"This new steamboat, owned by several enterprising citizens in this territory, arrived at the city wharf this morning. She is a neat, convenient and strongly built boat having two commodious cabins upon deck. Her horse power is about 35 and she is rated at 40 tons. It is the intention of the proprietors to run her from this city to Mt. Clemens, Fort Gratiot, River Raisin, Maumee, etc. A boat of this kind and for these purposes has long been wanted, and we have no doubt but the enterprise of the proprietors will be amply rewarded by the patronage of the public."

Democratic Free Press and Michigan Intelligencer, June 16, 1831

Anna S. Moore

THE PIONEER OF BLACK ROCK

"This truly elegant steamboat arrived in our harbor for the first time last Saturday from Buffalo which place she left on the 17th inst. at 12 o'clock M. Her tonnage is 124 and her horsepower 33. The *Pioneer* reached Cunningham's Island in 31 hours from Buffalo—a distance of about 250 miles—her speed from this fact is deemed to be great. Her machinery is in good order, her cabins, though small, are convenient and elegant, and the furniture new and in excellent condition. Her captain, William T. Pease, is well acquainted with the navigation of Lake Erie and from our knowledge of his character we will venture to say that he will neglect nothing which will tend to the satisfaction of his passengers.

The *Pioneer* is calculated solely for passengers . . . to leave Buffalo for Detroit each Saturday and Detroit, on his return, each Tuesday."

Detroit Gazette, August 23, 1825

Anna S. Moore

DETROIT RIVER STEAMBOATS

It is with pleasure that we announce to our readers the addition of the Steamboat *Uncle Sam* to the line of boats on the Detroit River. Her engine of 60 horse power was made in this city at the foundry of the Detroit Iron Company; and the quality of the workmanship certainly reflects the highest credit on its manufacturers. The boat was launched at Grosse Isle near the mouth of this river and completed in this city so that she is wholly the production of our own mechanics. She is of about 200 tons burthen. She made a short excursion a few days since and we are warranted in saying that she has not disappointed the expectations of her owners. She will be elegantly fitted up in the spring in time to commence running with the other boats.

Detroit Journal and Michigan Advertiser, November 28, 1832

Anna S. Moore

GREAT LAKES CALENDAR

By JEWELL R. DEAN

OCTOBER, 1946

The *Mataafa*, one of the historic iron ore carriers, switched trades after 46 years and began a career of transporting new automobiles out of Detroit to distributing centers around the Great Lakes. Tween decks were built into the 450-footer's holds so that she can carry 450 cars of smaller models, this total including a deck cargo. The ship is now under the house flag of the Nicholson Transit Company, Detroit, having been purchased from the Pittsburgh Steamship Company. She has been one of the "nucleus" ships in the assembling in 1900 of the company's fleet, now the largest on the lakes and in freshwater trade in the world. One of the largest and finest lake ships when built, the *Mataafa* survived a sinking to become obsolete and too small for the ore trade. The ship broke in two and sank in shallow water outside Duluth-Superior harbor November 29, 1905, with loss of nine lives. Men danced about in the captain's cabin that night to keep warm as water spurted through on the floor from the waves and broke icicles off a window frame to quench their thirst.

OCTOBER, 1946

A number of small freighters and surplus government-owned vessels changed hands, largely as a result of adjustments following the war. Paterson Steamships, Ltd., Fort William, Ontario, purchased four small freighters of Canadian registry as a partial rebuilding of its Great Lakes and St. Lawrence River fleet which was depleted by requisitioning of the ships for ocean service to offset losses to submarines. "Canalers"—ships small enough to pass through the 260-foot locks in canals around rapids of the St. Lawrence—were quickly taken and rushed to the oceans. Paterson purchased the *Algonquins*, *Sioux* and *Cheyenne* from St. Lawrence Steamships, Ltd., and the *Keymount*, a former member of the Canadian "canal" fleet, from the United

States Maritime Commission. The Mohawk Navigation Co., Ltd., purchased the *F. V. Massed* from the Foote Transit Co., Ltd. The historic United States Coast Guard cutter *Ossipee*, no longer needed because of the availability of modern replacement craft from the service's wartime fleet, was sold as surplus to Harold H. and Charles Neff, Cleveland brothers. The coast guard tenders *Amaranth*, *Hyacinth* and *Marigold*, carryovers from the days of the Lighthouse Service and well known as a result of their many years on the lakes, were purchased by the Lyons Construction Company, Whitehall, Michigan, a marine engineering concern. The 31-year-old *Ossipee* served Great Britain on loan during World War I, had a lengthy rescue and patrol record off the Maine coast and served on the lakes at Sault Ste. Marie, Michigan, and at Cleveland. The *Amaranth* served Lake Superior lighthouses out of Duluth, the *Hyacinth* was stationed at Milwaukee and the *Marigold* at Detroit.

OCTOBER, 1946

A shipment of South African manganese ore, transported entirely by ship, arrived in Ashtabula to be used by the Electro Metallurgical Company in producing manganese alloys for use in the steel industry. This ore is black in color in contrast with the reddish hues of iron ores and is considerably lighter in weight. The 6,840-ton consignment came across the ocean to Montreal in one ship and was moved up the St. Lawrence in three Canadian vessels small enough to pass through the river's canal locks. At Ashtabula the Ashtabula & Buffalo Dock, an iron ore unloading facility, lifted the manganese ashore and placed it in cars for moving the short distance to the Electro Metallurgical plant. More shipments by this route are planned. Around 60,000 tons of manganese ore, mined in western states, moved down the Great Lakes in 1946 in compartments of iron ore carriers, the Lake Superior Iron Ore Association reported. It inaugurated a new movement also and it will be continued.

OCTOBER, 1946

Radar, undergoing experimentally its first year on Great Lakes commercial ships, proved its value as a navigation aid in the dense fall fogs. Late in October the radar-equipped *A. H. Ferbert* steamed through the St. Mary's River while all other vessels in that narrow and crowded waterway were halted by "visibility zero!" The ship made the Soo lockage at the midpoint of the zero period, indicating the test was without blemish. The *Ferbert*, the *John T. Hutchinson*, the *William G. Mather* and other vessels with the war-developed electronic "seeing" equipment were able to proceed in numerous fogs, rainstorms and blinding snowfalls. Ships with experimental radar sets besides those already mentioned were the *Frank Armstrong*, *Dove Chemical* and *E. T. Weir*. A commercial set was installed on the *E. J. Blook* when she was rebuilt during the year and converted into a diesel-electric powered ship. Out of the 1946 experiment, sponsored by the Lake Carriers' Association with six producers of equipment cooperating, will come improvement of apparatus and standardization of specifications to place radar on a solid footing as a recognized aid to navigation on the Great Lakes. It promises to be more important than the radio direction finder and the gyrocompass, developed over the past two decades.

OCTOBER, 1946

The Army Engineers' fleet of harbor maintenance vessels was joined by the tug *Nash*, which accounted for one Nazi plane when serving in European waters during

the war. As the *LT-5*, she towed ammunition scows during the invasion. She was built in 1943 at Oyster Bay, New York, and crossed the Atlantic as an Army work craft. Returned after the end of the war, she was brought to the lakes and renamed the *Nash* in honor of the late John B. Nash, for many years a civilian executive in the engineers' district office at Buffalo. The tug assigned to Cleveland, was relieved this fall when she returned to Buffalo for additional conversion work, by the *Stanley*, also a war veteran, which was named for Col. Thomas Stanley, former district engineer at Buffalo, who was killed on the Italian front. The *Stanley's* permanent station is at Buffalo.

NOVEMBER, 1946

The Great Lakes Section, Society of Naval Architects and Marine Engineers, was organized at a meeting in Cleveland with over 100 members attending. The society has over 250 members in Great Lakes states. Meetings will be held quarterly in different ports and members will read technical papers on subjects in their field. Attendance at the first meeting included members from Cleveland, Buffalo, Toledo, Detroit, Ann Arbor, Manitowoc, Milwaukee and Chicago. E. B. Williams, vice-president in charge of engineering of the American Ship Building Company, is chairman of the new section. E. C. Stanbrook, marine engineer, Pittsburgh Steamship Co., read a paper, "The Modern Great Lakes Freighter," at the first meeting. He is vice-chairman of the section and A. B. Smith, principal surveyor, Great Lakes Department, American Bureau of Shipping, is secretary-treasurer.

NOVEMBER, 1946

Purchase from the War Assets Administration of the Riverside shipyard at Duluth, Minnesota, was announced by Julius H. Barnes, president of the Barnes-Duluth Co. He stated the yard would be used in connection with operation of a package freight line between Duluth and New York City by his company. The Barnes-Duluth Company already owns five motorships designed to be able to navigate on the Erie Canal leg of the Duluth-New York route. The company has purchased another vessel of Erie Canal-type and will convert it at Duluth for the package freight trade. A revival of this trade, once a major one in lake commerce, will be on a modest scale.

DECEMBER, 1946

The windup of the navigation season's iron ore movement was one of the most difficult in history. The ore fleet did not get started last spring "en masse" until June 1 due to the strikes of coal and ore miners. The pressure was heaviest in moving coal since requirements of that mineral—delayed also by the strikes—were near those of the war years. In August the American steel industry, back on peacetime tasks, began consuming ore at a rate greater than had been predicted and the demand for moving this commodity picked up. Steel companies revised requirement quotas upward and the fleet came into the late fall season behind in reaching the goal. A fine sailing fall lasted until mid-November. Then freezing weather set in and freighters spent lengthy stays in the loading ports awaiting steaming of the ore into a soggy gum that permitted loading. Operators laid up the ships, helped in this decision by the outbreak of another coal strike which cut back steel operations sharply, but it was December 6 before the final ore cargo was loaded by the steamer *Powell Stackhouse* at the Great Northern Railroad's dock in Superior, Wisconsin.

NOTES

Moses Cleaveland's Boat

THE LATE Dr. Elbert J. Benton, Director of the Western Reserve Historical Society at Cleveland, requested me to do the research work on a series of dioramas depicting the early history of Cleveland and its environs.

Frank N. Wilcox, well known painter, author and illustrator of *Ohio Indian Trails* produced the all important introduction to this series. It is called "Cleveland before the White Man." He takes us back to the deep quiet of the forest primeval which brooded on the heights overhanging the Cuyahoga back in the days when the Red Man was ruler of this domain.

With this introduction, attention then turned to Moses Cleaveland and his party who arrived on the east bank of the Cuyahoga at the foot of the famous Indian Trail on July 22nd, 1796. In order to gain all possible local color and first hand information on this important event, I examined Moses Cleaveland's *Journal* wherein he states—

"That he and his party (ten men and one woman) made this trip from Conneaut in one of their 'Schenectady Boats' named the Cuyahoga' . . . that these boats could be rowed, sailed or towed as well as portaged across the carrying places." The records further state that the entire surveying party of fifty persons including director, surveyors, chainmen, physician, boatmen, cooks and laborers "started out from Schenectady in four of these Schenectady boats (11

men to the boat plus many of their supplies) while the remainder of the party went all the way by land driving the overloaded pack-horses and beef cattle before them."¹

What were these "Schenectady boats?" Where was I to find the model for our next diorama? After a long and painstaking search descriptions of these Schenectady boats which replaced the fur traders' bateaux were found at the Cleveland Public Library in the narratives of two early travellers. John Long, English traveller, fur trader, explorer mentions in his *Voyages and Travels* that his exploring party left "La Chine on the 26th of May, 1786, from whence we proceeded in a large Schenectady boat to Oswegatche. . . ."² Reuben Gold Thwaites, editor of the *Journal*, describes these boats in a footnote.

"Schenectady boats were long, narrow, flatbottoms, propelled by small ungainly sails, or by iron-shod poles. These were so named from being first built at Schenectady, and were much used in the shallow water navigation of Western

1 Cleaveland, Moses, *Journal*. MSS: Western Reserve Historical Society. See also Early Settlers Association of Cuyahoga County, *Annals*, v. 3, p. 73—refers to a letter in which Moses Cleaveland mentions the Schenectady boat.

2 Long, John, *Voyages and Travels*. In Thwaites, R. G. *Early Western Travels*, v. 2, p. 213.

New York and the Upper St. Lawrence."³

By far the most detailed account of these early boats is one by the German traveller, Christian Schultz who speaks of travelling on the Mohawk River in a Schenectady boat in his *Travels on an Inland Voyage* in 1803. Of these boats he says:

"I have noticed but three different kinds of boats used in navigating this river. Those called Schenectady boats are generally preferred; and, will carry about ten tons burthen when the river is high . . . , they generally advance against the stream at the rate of from eighteen to twenty or twenty-five miles a day. These boats are built very much after the model of our Long Island round-bottom skiffs, but proportionately larger, being from forty to fifty feet in length, and steered by a large swing oar of the same length. They have, likewise, a moveable mast in the middle. When the wind serves, they set a square-sail and a top-sail, which, at a few miles distance, give them all the appearance of small square-rigged vessels coming down before the wind . . . but their chief dependence . . . is upon their pike poles. These are generally from eighteen to twenty-two feet in length, having a sharp pointed iron, with a socket weighing from ten to twelve pounds affixed to the lower end; the upper has a large knob, called a button, mounted upon it, so that the poleman may press upon it with his whole weight . . . Within the boat on each side is fixed a plank running fore and aft, with a number of cross cleets nailed upon it, for the purpose of giving the poleman a sure footing. . . ."⁴

Mr. Schultz included a fine contemporary print of this type of boat in his

Travels which served as an illustration for the model which now stands completed in its historical setting—the "Landing of Moses Cleaveland on the Bank of the Cuyahoga July 22nd, 1796," a diorama which will hereafter be on display at the Western Reserve Historical Society.

The accompanying picture of the Schenectady boat also served as a model for the main float used by the Early Settlers Association of Cleveland in the Cleveland Sesquicentennial parade on July 14, 1946. Probably the reason Moses Cleaveland chose to use these boats was, that drawing very little water, they could be used on both river and the lakes. Moreover they could be portaged easily by wagons from river to river, an important consideration in 1796 when the British still held control of Oswego and other points on Lake Ontario. These boats were first built in 1786 and were in use until the Erie Canal was opened in 1825.

MRS. HARRY D. PIERCY.

A Freakish Turnover

THE HISTORY of the Great Lakes furnishes hundreds of stories of wrecks in storms, collisions and fire, many of them disastrous. And there are some that are just freakish as they had no storms, collisions or fires to contend with. One of these was experienced by the Canadian steamer *St. Magnus* in the Cuyahoga River at Cleveland, Ohio in 1895.

The *St. Magnus* arrived from Toledo on the 7th of June loaded with 14,000 bushels of corn and docked at the Pennsylvania Railroad dock on the east bank of the river with her port side against the dock. She was loading pigiron and wire on her way to Montreal when at about 7:00 p.m., Captain John Clifford, who was getting his clearance papers at the customs office nearby, glanced out the window and noticed the list to star-

3 Ibid., v. 2, p. 213.

4 Schultz, Christian, *Travels on an Inland Voyage*, 810, v. 1, p. 4-6. Mrs. Harry D. Piercy.

board. He rushed aboard, thinking it was overloaded on one side. Before he could investigate the ship swayed toward midstream and the *St. Magnus* began to roll over toward her portside against the dock. The captain and the crew jumped on the dock just as the steamer rolled and went rapidly down, her masts and smokestack striking the dock.

She immediately filled with water and settled on the bottom of the river. In striking the dock her rail was damaged and all the light work twisted and loosened. She had been rebuilt extensively only a short time before and was slated for another trip to the drydock.

In docking her fender or strake had rested on heavy planking that extended eight inches from the dock, and in loading the heavy iron, she had developed a slight list to starboard. More cargo was placed on the port side to overcome this but the list stayed. Just about the time Captain Clifford boarded the vessel the backwash of a passing steamer loosened the *St. Magnus* from the planking causing her to roll over, while the rush of water into her hold carried her down.

Passing vessels were warned against any backwash that would shift her again and block traffic. Work was started at once to lighten the ship and about June 10th the Michigan Wreckage and Salvage Company started work on raising the ship. The cargo was a total loss after lying in the dirty waters of the Cuyahoga. After several days she was raised and towed to Port Dalhousie, Ontario and while there in the dry dock on September 5, 1895, she took fire and was totally destroyed with the loss of one life.

Built at Hamilton, Ontario in 1880, the *St. Magnus* was of 853 gross tons, 160 foot keel, and 28 foot beam and had accommodations for 80 passengers. She was owned by R. O. and A. B. McKay of Hamilton, Ontario and was one of their fleet which included the *Cuba*, *Acadia* and *Melbourne*, which were on

the order of the old Anchor Fleet, and often ran on excursion trips from Cleveland to Montreal, stopping at the various ports enroute and at St. Lawrence River ports also.

—LOUIS BAUS.

The Grandee Once More

THE following letter was received from Mrs. Grant Rideout in reply to Dr. Thomas H. Langlois' letter published in INLAND SEAS, October 1946 reexamining disputed points in her article "Grandee of the Erie Isles" (INLAND SEAS, July 1946).

TO THE EDITOR:

Mr. Langlois makes five corrections in my article published in the July issue of INLAND SEAS so I will take them in order.

1. Alfred P. Edwards was a brother of Ogden Edwards. Mr. Langlois states Pierpont Edwards had four children while I have documentary evidence that he had eleven, Alfred P. being the eighth in line, and three years younger than his brother Ogden. Ref. Church and Cemetery, Family Bible, and Vital Records, New Haven.
2. John Starke Edwards was a lawyer in Trumbull County from 1800 on, and held county offices. He did not die at Fairmont as Mr. Langlois states but at Warren and on February 22, 1813, not Jan. 24. Ref. Cemetery records, New Haven; MSS records of Trumbull County, Ohio.
3. Regarding the date of Philip Vroman's marriage. There is documentary proof that he was married long before 1857 as given by Mr. Langlois. Ref. Photostats of documents in my possession, also information given to me by Philip Vroman's granddaughter.

DeRivera's daughter's name may have been DAUSSA as Mr. Langlois states. I have no documentary proof of it.

5. Simply because Mr. DeRivera had friends in Porto Rico, does not make him a Porto Rican. He distinctly said he was a Spaniard.

The Burning of the Atlanta

THE *Atlanta* was one of three wooden propellers built for the Goodrich Transit Company of Chicago, between 1889 and 1891. All three were of similar size and appearance, being about 220 feet long by 40 feet width. The first two, the *City of Racine* (later *Arizona*) and the *Indiana* were built at Manitowoc, Wisconsin, by H. and G. Burger in 1889 and 1890. The contract for the third vessel was awarded to the Cleveland Drydock Company, who delivered the *Atlanta* to her owners in 1891.

During most of her career the *Atlanta* was commanded by the popular Captain Cornelius McCauley. She operated on the Goodrich west shore line, and also on the Chicago to Muskegon line. She came to an untimely end after fifteen years of service.

While bound down from Green Bay to Chicago on March 18, 1906, she was discovered aboard the vessel when a few miles off Port Washington, Wisconsin. It was a clear morning and her plight was seen by the crew of the fishing tug *Tessler*, a short distance away. Some years later one of the tug's crew gave the following account to a newspaper reporter.

The tugmen were lifting a five mile set line, and about the same time they noticed that the Goodrich liner coming in from the north had come to a halt. It started up and then lay still. "There's trouble aboard," said Captain Smith of the *Tessler* to his mates. "We'd better run out there." They cut off the line and tied it to a buoy. The strangely acting ship was about two miles away.

The crew of the tug did not discover that the steamer was burning until they got close

in. The flames were all on the other side of the ship. "When a boat is afire," Captain Smith said, "it seems to drift broadside to the wind. And it drifts fast. The fire seems to act like a sail."

We had a hard time to get close enough to the *Atlanta* to make the rescue. We couldn't get alongside to the leeward. But finally we did get alongside. The people were huddled together on the hurricane deck of the burning ship. We got three lines from our tugboat to this deck. One by one they slid down these lines. Some of them jumped. In a number of cases bones were broken, but it was the best we could do. Among the people rescued were two women.

We had a terrible time to get Captain Con McCauley to leave his ship. When everybody apparently was off and we were anxious to cut loose, he insisted on going back to see if there was not another living person on the boat. I thought sure that he would go into the cabin and stay with the ship until the end. But he finally agreed to come aboard the tug.

At that time there were a number of steamers plying the west shore of the lake. One of them, the *Georgia*, came along and we transferred our shipwrecked passengers to it.

It was fortunate that the fishermen were successful in persuading Captain McCauley to leave the *Atlanta*, for Goodrich patrons would sail under his capable leadership for another quarter of a century.

To replace the lost vessel the Goodrich line purchased the steel steamer *Charles H. Hackley* from Captain Miles Barry of Chicago. This twin screw steamer, 245 feet long, had been built at Philadelphia in 1892 for the coastwise trade, and had come into the lakes after the Spanish-American War. She was

renamed *Carolina* and in the season of 1907 began sailing on the shore line route, commanded by Captain McCauley. Both the *Carolina* and her captain remained with the Goodrich line until its dissolution in the early thirties. McCauley passed away a few years later.

Cornelius McCauley is remembered as one of the outstanding captains of Lake Michigan, of whom there were many. A few like Captain Bright of the Michigan Transit Company, and Captain Carus, who commanded almost all the older Goodrich vessels, still are living. But many others, including McCauley, have, like the ships they sailed, passed on to other horizons.

—REV. EDWARD J. DOWLING, S.J.

The Great Lakes in Print

An Index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.

The Canadian Geographical Journal, November, 1946, p. 238-239. "Peter Pond," by Lawrence J. Burpee. p. 240. "Lawrence Johnston Burpee," by John E. Read.

The Journal of Geography, October, 1946, p. 257-267. "The bulk freight trade of the Great Lakes," by Villa B. Smith.

The Journal of the Illinois State Historical Society, December, 1946, p. 407-418. "The wreck of the *Lady Elgin*," by Dwight F. Clark.

Michigan History Magazine, July-September, 1946, p. 453-456. "George N. Fuller, an appreciation," by Lew Allen Chase. p. 457-465. "Chicago to Mackinac, story of the Northern Michigan Transportation Company," by Thomas B. Dancey. p. 466-475. "Mackinac to Sault Ste. Marie by canal in 1831," from

the *Journal* of Jeremiah Porter, edited by Charles A. Anderson. p. 476-503. "Fort Saginaw," by B. Frank Emery. p. 504-518. "Entertainment in early Detroit," by J. E. Derse. p. 519-526. "Scientific cartography of Michigan," by Louis C. Karpinski. p. 619-620. "Trip to Negaunee, 1868," by R. A. Brotherton.

October-December, 1946. p. 675-679. "Isle Royale, our new national park," by Floyd L. Haight.

Mid-America, October, 1946, p. 211-258. "The 'Recit des voyages et des decouvertes du Pere Jacques Marquette,'" by Jean Delanglez. (Concluded).

Minnesota History, September, 1946, p. 203-215. "The people of the Mesabi range," by John Sirjamaki. p. 216-220. "Where did Nicolet go?" by Clifford P. Wilson.

The Ohio State Archaeological and Historical Quarterly, October-December, 1946, p. 338-345. "A Cleveland drug store of 1835," by Howard Dittrick, M.D.

The Wisconsin Magazine of History, September, 1946, p. 31-38. "'Herring boom' at Bayfield on Lake Superior," by John C. Chapple.

SS Duluth

THE photograph of the *Duluth* appearing on page 25 of this issue of INLAND SEAS shows her entering the Cuyahoga River in 1896. She was built at Cleveland in 1890 for use as a ferry steamer between Duluth and Superior; also was on the Cleveland-Euclid Beach run. She also operated out of Escanaba, Michigan and was later named *City of Port Huron* but went out of service when the Blue Water bridge was built. She ran between Sarnia and Port Huron; was laid up at Port Huron; sank at her dock and was towed out into the lake and permanently sunk.

This Month's Contributors

(Excepting the Editorial Staff)

DR. F. CLEVER BALD is University War Historian at the University of Michigan and member of the staff of the Michigan Historical Collections.

LOUIS BAUS, photographer on the staff of the Cleveland *Plain Dealer* is one of INLAND SEAS' most valued advisors and supporters as well as a notable collector of ship pictures.

RICHARD D. BIBBY is in the Steamship Division of the M. A. Hanna Company and formerly served six years in the Merchant Marine.

MAJOR DENNIS GLEN COOPER, an authority on Isle Royale, is associated with the Detroit School System, lives at Mt. Clemens and has lectured and written widely.

REV. EDWARD J. DOWLING, S.J., the University of Detroit, is a frequent contributor to INLAND SEAS.

P. W. McDERMOTT is in the General Reference Division of the Cleveland Public Library and has compiled a bibliography of this library's books on the Great Lakes.

WILLIAM A. McDONALD of Detroit is well known to all collectors and writers of the Great Lakes.

DR. ARTHUR E. MORGAN, engineer, former president of Antioch College and former Chairman of The Tennessee Valley Authority, resides in Yellow Springs, Ohio.

MRS. HARRY D. PIERCY and her husband, a Cleveland physician, plan and build historical dioramas for a hobby.

MISS POLLY TYLER is the granddaughter of Captain Hosea Rogers of whom she writes. A librarian by profession she is Acting Head of the Social Science Division of the Rochester Public Library.

W. R. WILLIAMS of Penetanguishene, Ontario has contributed frequently to Georgian Bay newspapers on shipping and lumbering in that region.

D.W.H. is Daniel W. Hagelin; E.R.O. is Elizabeth R. Crd both of the History Division of the Cleveland Public Library; J.W.B. is Jay W. Beswick of the Literature Division.

Recent Gifts

THE INLAND STEEL COMPANY through the interest of its vice-president, Clarence B. Randall, a trustee of the Great Lakes Historical Society, and of the Rud Machine Company of Cleveland, presented the Society with a Sperry gyrocompass and a radio direction finder formerly on the motorship *Inland*. These instruments, among the most valuable in marine navigation, are now housed with other gifts in the marine collection jointly owned by the G.L.H.S. and the Cleveland Power Squadron, located at Carnegie West Branch Library in Cleveland.

A complete set of the construction photographs of the Sun Doxford engines installed in the motorships *Benson Ford* and *Henry Ford II* in 1924 were given to the G.L.H.S. by Frank W. Trevor, one of our members, who was an engineer on both vessels.

A set of eight rare and beautiful colored engravings of harbor views and ships of the Great Lakes was presented to Lawrence Pomeroy, Chairman of the Great Lakes Historical Society Picture Committee, for the Society, by Bernard Vixseboxse of the Vixseboxse Art Galleries in Cleveland, another of our members.

Other gifts of individual pictures, records, charts, clippings, marine publications received with appreciation are not listed for lack of space.

Original Steel Products Fleet

IT is interesting to not how time affects various fleets of ships that were originally built to sail under a single fleet flag. Of particular interest is a brief look at the short history of four identical motorships which pioneered the self-unloading type ship here on the Great Lakes. In 1923 the *Steel Motor* and the *Steel Vendor* were built at the Federal Shipbuilding yard in Kearney, New Jersey. Three years later out of this same shipyard were also launched the same *Steel Chemist* and *Steel Electrician*. They too their place on the Great Lakes as a fleet for the United States Steel Products Company and carried many types of finished steel cargoes to and from lake ports. During the winter months when lake navigation was at a standstill, these ships entered into coastwise and gulf trade, returning to fresh water in the spring. However, despite the roamings of these vessels, they are lake type ships and for the most part operated on the lakes and lower St. Lawrence River.

These notes on the former United States Steel Products fleet could not be complete without telling of the first and thus far only disaster to affect the four ships. On Lake Superior, before day-break on September 3, 1942, the *Steel Vendor* foundered, as a result of a combination of freak circumstances heretofore unheard of on the lakes. Downbound with a cargo of steel billets the *Vendor* encountered heavy seas east of Manitou Island. It is understood that part of her load suddenly shifted and resulted in a severe list, which flooded the after end and prevented her engineers

from reaching her diesel controls, which made it impossible to check the ship's headway. With her steering out of control, she circled like a mad ship for more than two hours, making any rescue attempts sure suicide. Several ore carriers stood by at a safe distance helpless to give aid while their crew members looked on, amazed at what they were seeing.

When it became inevitable that she would sink, the *Vendor* was abandoned by her crew at 3:45 A.M., only six minutes before she went down. Twenty-two of her crew were picked up by the steamer *Charles Schwab* and an additional two by the steamer *William G. Clyde*. The only life lost was an oiler who leaped overboard when the *Vendor* began to list at 1:15 A.M.

At present the only one of the original four to remain on the lakes is the *Steel Chemist*, which is now operated by the Inland Steel Company. The *Steel Motor* and *Steel Electrician* have been sold to foreign interests. Thus ship fleets even as families are sometimes destined to be shortlived and a few years make many changes.

It might be worthwhile to mention that these ships are 250 feet in length with a beam of 42 feet 9 inches. Two 20 x 40 hatches leave an adequate deck, which is complete with two crane type unloaders that make it possible to handle their own cargo very efficiently.

Glancing into the future, it would seem that someday the story of this fleet will make interesting readers for Great Lakes Historical Society members. Those with a special interest in the destiny of our lake ships will know this only too well.

—R. D. BIBBY.

Book Reviews

DUBAY: SON-IN-LAW OF OSHKOSH, by Merton E. Krug. Appleton, Wis., C. Nelson, 1946. \$3.50. (Krug's Americana series, v. 1.)

This is a murder story that will not keep the average reader up late. There is no plot, no suspense, no murder. The only mystery concerns the principal character, DuBay, though the subject of much painstaking research, and whose life history was pieced about in two murder trials, leaves the stage in a tantalizing state of incompleteness.

This effect is, perhaps, somewhat akin to genuine reality, with God alone knowing the answers; but, dim images of our Creator that we are, rightly or wrongly clinging in the answers to make our worlds more orderly and complete, we have come to expect a similar application of creative imagination in those who write our books. Research is certainly the first requirement of any work of history, but with our increasing interest in the past, it is not enough. A scholar should not be asked for fiction, of course, but he owes his subject and his readers at least some unity, coherence and emphasis.

The author readily admits the book's lack of pattern, coherent background and geographical completeness, but only in the last defect does he seem to have any need of excuse, in the absence of sufficient record. The title, the pleasing format of the book, its illustrations, portraits, maps, end papers, even its several prefaces, develop varying expectations; but essentially, the book is a journal of a nineteenth century Wisconsin trial, with copious notes. We are indebted to the author for his patient labors, which, if little else, presents the intriguing jig-saw of DuBay. Whether he is called Jean Baptiste Dubé, the illiterate half-breed Menominee, or John B. DuBay, the shrewd frontier businessman, he was a colorful and fascinating character. Born in the early years of the nineteenth century, either at Detroit or Green Bay, he qualifies for the Great Lakes gallery, having operated in various capacities at Detroit, Saginaw, Sault Ste. Marie, Green Bay and La Pointe. Unfortunately, this period is not developed, due to lack of record, and most of the narrative has a down-state setting. He was an Indian trader and interpreter, lumberman, sawmill owner, steamboat and stage line operator, and, in all, quite a success, as this world measures.

From the notes contained in the volume, the character of DuBay could easily be pieced as that of a mean-minded villain. As a half-breed he seems to have played off against white, and white against red, to his own advantage. As a trader he sold furs to the Indians, while, as a lumberman, he stoutly condemned the practice. Certainly he was well schooled in the wooden-nutmeg school of business ethics. He was charged with being a devotee of backwoods free love, a drunkard and frequenter of poolrooms, a coward and a murderer. On the other hand, when the record is most profuse he can also be identified as an honest, quiet, generous, peace-loving and peacemaking businessman, neighbor and family man. He was not a murderer,

for though he had threatened his enemies with a buttonhole that couldn't be buttoned up, and though he was in the midst of a Lost Weekend, murder could not be proved.

In 1857, in a claim fight over one of his properties on the Fox River, where he was living with his family, he shot and killed William S. Reynolds. Reynolds had had a house built on what DuBay considered his property. DuBay had chopped down the frame. Reynolds approached DuBay's home, with a fence picket in his hand, followed by a crowd of his employees. DuBay came out with a shotgun and provided the buttonhole he had promised. After escaping lynching, DuBay was tried for murder in a trial that caused great sensation, and which was minutely covered by the newspapers. As the jury disagreed in this trial, as well as in the succeeding one in 1858, DuBay was set at liberty. Celebrating his release by attending a performance of *Macbeth*, he again disappeared into undocumented oblivion. He died, in poverty, in 1887.

—P.W.M.

LOST MEN OF AMERICAN HISTORY, by Stewart H. Holbrook. New York, The Macmillan Company, 1946. \$3.50.

This is an extremely readable history of our country presented through the unusual method of describing the unknown or forgotten events and persons rather than the known. The author believes that many Americans ignored or slighted in history books did much to slow or hasten our development and provides a convincing case for their rescue from oblivion.

A limited number of books have been published concerning forgotten Americans but they are nothing more than collections of a few biographical sketches. Mr. Holbrook's book is much more than this. He deals with a vast number of events as well as persons to present a fascinating record of American life from 1620 to Pearl Harbor. Each individual is intimately related to the period in which he lived, and his influence on that and future periods is intelligently analyzed. Historical backgrounds are carefully developed in introducing the more important characters. This method is shown at its best in the author's narrative of Charles T. Harvey, builder of the Soo Canal, whose contribution to American history should be of particular concern to those interested in Great Lakes affairs.

Against a dramatic setting of iron ore piling up around Lake Superior, due to lack of transportation and eastern ore beds nearing depletion, we have a graphic picture of Harvey's struggling against the tremendous difficulties of a remote country to construct the mile of ditch which will permit passage of ore boats through to Lake Erie iron-making ports. After a cruel two-year war against government opposition, sub-zero weather and cholera, the Soo Canal was finally completed in 1855 to become, in the author's opinion, primarily responsible for our ascendancy to first place among iron-making countries.

It is difficult to believe that Charles T. Harvey could ever go back into oblivion after this vivid treatment by Mr. Holbrook, who has the gift of making his characters come to life.

Lost Men of American History is written with careful authentication but in a humorous, easy style which should appeal to the general reader as well as to American history students. The latter will find it to be a gold mine of odd and useful facts about such little-known things as the history of the beard in America, the Erie War, and the invasion of Vermont by Confederates.

—D.W.H.

POST-WAR YACHTING (AN INTRODUCTION TO THE "MAN-IN-IE-CITY"), by Maurice Griffiths. London, New York [etc.], Hutchinson's Scientific and Technical Publications [1945]. 12/6.

Here is a book that is packed with practical information and advice concerning nearly every aspect of "messing around in little ships," addressed primarily to those who have had no previous experience. Dealing with both the sailing yacht and the motor cruiser, it seeks to answer such questions as what kind and size to buy for one's particular situation and purpose, how to find the "dream ship" you have decided to buy, and how to handle it under various conditions once you have bought it. There are helpful hints about the selection and use of dinghies, cabin arrangement, the use of a yacht as a year-around home, introducing the wife to the yacht gently, and many other matters. There is even a poem to aid the wife (and perhaps the husband too!) in learning and remembering the fundamentals of terminology. The text itself is supplemented by an abundance of helpful diagrams and excellent plates. Mr. Griffiths, associate of the Institution of Naval Architects, has had years of experience with small craft of all types and can speak with authority. It should be noted, however, that the point of view is thoroughly British, and therefore the book is of limited value to American and Canadian readers. Of course it contains much that is basic, and from it the beginner can gain a good working knowledge of small boats and their ways; but the information concerning yacht builders, legal formalities involved in the purchase of a ship, places to keep the yacht when used as a home, tides, etc., pertains almost exclusively to the British Isles. Readers of INLAND AS will perhaps find such books as *The Cruising Yacht*, by Morley Cooper (New York, 1945), more profitable.

—J. W. B.

LAND OF PROMISE, by Walter Havighurst. New York, Macmillan Company, 1946. \$3.00.

The history of the Northwest Territory has been written many times. This new version, streamlined and buoyant, is the work of a sensitive historian with the vocabulary of a poet and the perception of an artist. Here the Old Northwest takes on a new luster and history becomes drama.

Created by one prophetic stroke in 1787, the Northwest Territory gave urgency and purpose to Thomas Jefferson's dream of westward empire. It was an empty, silent wilderness of many moods and of varied topography. It stretched from the fertile and winding banks of the Ohio to the brooding and lonely headlands of the Superior, and from the Alleghenies to the Mississippi. Out of this domain five states were carved. Although linked by a common heritage, they have developed widely diversified patterns. Today, in the author's words, this region "is the wide green countryside of corn and wheat and clover. It is the warm summer night in an Illinois town with the Prairie Flyer racing through . . . It is a hundred county-seat towns with business gathered about Court House Square and a bandstand under the maple trees. It is the skyline of Chicago lifting above the Loop's blue haze and the Cincinnati spreading on her seven hills above the curving Ohio." It is the long, thin silhouette of the ore freighters on their way down from the Soo. It is the brash young city of Flint and the yawning red pits of the iron ranges.

Violence and chicanery characterized the early period of the region's history. Held first by the French, it was coveted and then won by the British. George Rogers Clark and his men in buckskin wrested it from the English and made it a part of the new American nation. Frontier characters in the narrative are numerous and are

accorded ample and skillful treatment. Here are La Salle, Tecumseh, William Henry Harrison, Pontiac and George Croghan. Here, too, are Simon Kenton and the infamous Simon Girty, Blennerhassett and Burr with their treacherous scheme and Johnny Appleseed, the gentle wanderer.

The great influx of settlers into the shining new land was momentous. The region, was a strong magnet for the restless men and women of New Hampshire, Virginia and the Carolinas. Later it beckoned to hundreds of thousands of immigrants, with the lure of rich farms, education and the bright beacon of freedom. Here the author captures completely the ardor, the idealism and the ebullience of the newcomers. The early tide of travel and the development of commerce on the rivers, the canals, the Great Lakes, the roads and the railroads furnish some of the most colorful and exciting chapters in the book. The modern aspects of the region's metamorphosis are no less interesting in their treatment and certainly no less important.

This significant book is a re-discovery of the Middle West. Sure-footed, articulate, never pedantic, the author has written a narrative of impressive dimensions—a book that is smooth, easy, polished prose and a book that demonstrates again the author's predilection for the mid-western scene.

—E.R.O.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,
REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912 AND MARCH 3,
1933

Of INLAND SEAS, published quarterly at Cleveland, Ohio, for October, 1946.
State of Ohio, County of Cuyahoga—ss.

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared Donna L. Root, who having been duly sworn according to law, deposes and says that she is the Managing Editor of INLAND SEAS and that the following is to the best of her knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations.

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Great Lakes Historical Society, care of Cleveland Public Library, Cleveland, Ohio; Editor, none; Managing Editor, Donna L. Root, Cleveland Public Library, Cleveland, Ohio; Business Managers, None.
2. That the owner is: The Great Lakes Historical Society.
3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities are: None. The officers are Alva Bradley, president, Cleveland, Ohio; Clarence S. Metcalf, executive vice president, Cleveland, Ohio; Donna L. Root, secretary, Cleveland, Ohio; Leo P. Johnson, treasurer, Cleveland, Ohio.

DONNA L. ROOT
Managing Editor

Sworn to and subscribed before me this 11th day of January, 1947.

[SEAL]

LEO P. JOHNSON
Notary Public

My Commission expires Nov. 9, 1948

THE GREAT LAKES HISTORICAL SOCIETY

NONPROFIT ORGANIZATION SPONSORED BY THE CLEVELAND PUBLIC LIBRARY

Its objectives are to:

Promote interest in discovering and preserving material on the Great Lakes and the Great Lakes area of the United States and Canada, such as books, documents, records and objects relating to the history, geography, geology, commerce and folklore of the Great Lakes.

Centralize information regarding such collections through the cooperative efforts of local historical societies and libraries throughout this area.

Sponsor an inclusive bibliography or finding list of materials on Great Lakes history and historical material scattered over the entire area and to be found in public, private and college libraries, in historical societies and religious institutions of the United States and Canada.

Publish INLAND SEAS, a quarterly bulletin containing articles and memoranda pertinent to the interests of The Great Lakes Historical Society and those interested in the history and commerce of the Great Lakes.

The Great Lakes area is the richest in the world, with a fascinating and romantic history. The Society is working for public appreciation of the courage, enterprise and sacrifice of our people who built up this great region and for permanent preservation of its history.

Annual membership fees of the Society are used for the publication of INLAND SEAS, for the preparation of the Lakes bibliography, and for any other projects approved by the Board of Trustees.

It offers three types of membership: Life (individual or organization), \$100.00; Sustaining (individual or organization), \$10.00 or more annually; Annual Membership (individual or organization), \$5.00 annually. Please make checks payable to The Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio.

Officers

ALVA BRADLEY, *President*
CLARENCE S. METCALF, *Executive Vice-President*
DONNA L. ROOT, *Secretary*
LEO P. JOHNSON, *Treasurer*

Trustees

JOSEPH E. BAYLISS	CAPTAIN ROSCOE HOUSE	LAURENCE H. NORTON
JOHN J. BOLAND	CAPTAIN H. C. INCHES	CHASE S. OSBORN
ALVA BRADLEY	HARRY C. KENDALL	CLARENCE B. RANDALL
GEORGE CUTHBERTSON	E. J. KULAS	O. A. REYNOLDS
CAPTAIN R. W. ENGLAND	JOHN A. LOWE	LOUIS C. SABIN
ROY F. FLEMING	A. A. MASTICS	C. W. STAGE, JR.
CHARLES E. FROHMAN	WILLIAM A. McDONALD	GORDON W. THAYER
MILTON S. GALLUP	CLARENCE S. METCALF	DR. WAYNE L. TOWNSEND
FREDERICK F. HILL		JOHN S. WORLEY

